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1881

ANNUAL REPORT
OF THE
Board of Fire Commissioners
OF THE
CITY OF BALTIMORE,
FOR THE YEAR 1881.



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Twenty-Third Annual Report.

OF THE

Baltimore

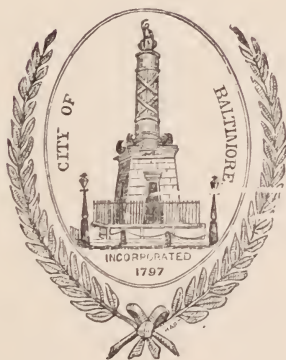
BOARD OF FIRE COMMISSIONERS.

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31, 1881



BALTIMORE:
PRINTED BY KING BROTHERS,
CITY PRINTERS.

1882.

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OFFICERS OF THE FIRE DEPARTMENT.

FIRE COMMISSIONERS, (Honorary.)

SAMUEL W. REGESTER, PRESIDENT.

WILLIAM PINKNEY WHYTE, EX-OFFICIO.

THOMAS W. CAMPBELL,

SAMUEL HANNAH,

CHARLES B. SLINGLUFF,

J. F. MORRISON,

B. E. SMITH.

Secretary and Clerk.

GEORGE A. CAMPBELL.

Chief Engineer.

JOHN M. HENNICK.

Assistant Engineers.

GEORGE W. ELLENDER,

THOMAS F. MURPHY

REPORT.

OFFICE BOARD OF FIRE COMMISSIONERS,

BALTIMORE, January 1, 1882.

To the Honorable the Mayor

and City Council of Baltimore :

GENTLEMEN :

The Board of Fire Commissioners of the city of Baltimore respectfully submits, for your honorable consideration, the twenty-third annual report of the Fire Department for the year ending December 31, 1881.

During the year there were three hundred and twenty-four (324) alarms of fire, against three hundred and forty-three (343) of the previous year, and a total loss of \$454,773.35. Owing to the increased risk to property, caused by more buildings being year by year erected, and being larger in size, and so many feet higher, it can readily be seen, that while the loss has been smaller than last year, yet the labors performed have been much more arduous, and the service of apparatus much more required to extinguish and to prevent fire—there having been, during the past year, thirteen (13) second alarms, against two (2) for the preceding year.

The sum of \$186,459.00 was appropriated for the expenses of the Department for the year ending December 31, 1881, and the amount expended was \$186,456.84, leaving an undrawn balance of \$2.16. Compared with the appropriation for the year 1880, while the Department has spent more the past year than in 1880, it has been caused by the fact that by reason of long service the apparatus has been declining in efficiency, owing to the great length of time most of the engines have been in use, and this Commission would respectfully urge, that the repair account has now, of necessity, become so large that it is a matter of real economy to renew rather than repair some of the engines now in use ; and when, in addition to this, a new Hook and Ladder Company has been in active service, the close economy and careful management by which this Commission has been enabled to keep within the appropriation allowed it, can at once be seen, and readily appreciated.

From time to time there have been many improvements in apparatus used for the extinguishment of fires, and yet, owing to the smallness of the appropriation in the past, this Commission has been unable to keep abreast of the times, and has been crippled in effectiveness thereby. Although the number of engines in this Department is seventeen, yet of these, fourteen have been in continuous service, ranging from sixteen to twenty-three years, and there is no kind of property that deteriorates so quickly as do steam fire-engines, owing to the fact that they must be driven over the rough streets of *our* city at a rapid rate of speed, and thereby requiring many and often repeated repairs—the item for

apparatus repairs being a constantly increasing and a very heavy one.

Owing to the rapidity with which the outlying portions of this city and suburbs have been built up, and the increased manufacturing interests, a large additional area for fire service has been added, which, from the insecure manner in which buildings are constructed, in the absence of any building law, adds, as will be seen by the large increase of second fire-alarms over the preceding year, to the labor and consequent expense of this Department.

This Commission finds itself compelled to repeat many things that it deemed of urgent importance, and so stated in its report of last year; and it would again reiterate, that because of the increased service already mentioned, and the absence in many localities of a proper water supply, notably the western and north-western portions of the city, long leads of hose, ranging from twelve hundred to two thousand feet, are frequently made necessary. The immense pressure on these leads of hose required to force the water from the engine to the fire, is frequently greater than any material used for this purpose can stand; and there have been many instances when from six to eight sections of hose have been burst, by reason of this great pressure, at a single fire; and the consequent strain upon the hose naturally weakens it, a fact continually demonstrated, so that to-day, out of twenty-eight thousand feet of hose in the Department, not more than fifty per cent. is in what may be called thoroughly reliable condition—the increased per centum of good hose being solely

owing to the fact that the Department has purchased within the last year a large amount of new hose.

We again beg to call your attention to the deficient water supply in many parts of the city, and in this relation we beg to refer to the report of the Chief Engineer.

With the exception of Nos. 3 and 5, the engine houses of the Department are in good order, only needing such repair consequent upon the wear and tear common to all buildings. This Commission especially calls attention to that part of the Chief Engineer's report referring to the two houses above mentioned.

No. 4 Hook and Ladder Company, located on Biddle street, near Druid Hill avenue, having been placed in service under Ordinance No. 61, approved April 27, 1880, a necessity for the removal of No. 2 Hook and Ladder Company to a point nearer the centre of the district expected to be covered by that apparatus has arisen. In his report of this year the Chief Engineer says:

"I will again call your attention to the necessity of removing No. 2 Hook and Ladder Company from their present location on Paca street to one nearer to the valuable property around the Spring Gardens and at Locust Point, as these sections have become, in a great measure, the location of a large number of manufacturing establishments that need better protection from fire than is now afforded them. From the present location of No. 2 Hook and Ladder Company to Locust Point, is over two miles in distance, and it takes them fifteen minutes to go to this point, where are situated large storehouses,

grain elevators, several lines of steamships, dwelling houses, and manufacturing establishments. No. 2 Hook and Ladder Company should be located somewhere in the vicinity of No. 2 Engine Company, as from this location they could run to the valuable property on Eutaw, Liberty, Sharp, Hanover, Charles, German, Lombard and Pratt streets, in three or four minutes, besides being much nearer to the property in the southern section that I have mentioned as needing protection. The house which they now occupy on Paca street will be a first-rate place for a chemical engine company, as it is in close proximity to many large business houses."

We again desire to call your attention to the recommendation of the Chief Engineer in regard to chemical engines, all of which receives our warmest approbation and most unequivocal endorsement. We consider chemical engines valuable adjuncts to fire departments.

The urgency and importance of the matter compel us to again renew our recommendation for an increase in the number of housemen. The number of men on regular duty in each engine house at present is three, and in each hook and ladder house two. There are nine hours in the day in the engine houses when there are only two men on duty, and there are six hours in the hook and ladder houses when there is only one man on duty—the other men being away at meals. Fires have frequently occurred during these hours, whereby the apparatus has been greatly delayed on account of these men being away. Cases have occurred where the apparatus has remained in the house until the arrival of the absent member. We, therefore, again respectfully ask

for the passage of an ordinance decreasing the number of firemen in each engine company from eight to seven, and in the hook and ladder companies from ten to nine, and creating an additional houseman for each company, thereby increasing the efficiency of the Department to a considerable extent.

The disastrous experience through which other cities have passed in the past year, notably the terrible calamity that recently befell the city of Vienna, demonstrates the fact that many of the accidents happening in places where crowds of people congregate, such as churches, theatres, schools, factories, &c., cause us to recommend that the law compelling suitable means of egress, in case of fire and panic, should be carried out to the letter; and realizing that the present requirements of the law are insufficient, we would strenuously urge that such ordinances, covering the above suggestions, be immediately passed by your Honorable Body.

We would respectfully call your attention to the following recommendation of the Chief Engineer, all of which we most cordially endorse :

“ I desire to call your attention to the need of better protection to the great extent and amount of valuable property along the water front, which is ten miles, which is built up with wharves and piers, on which are erected large warehouses, also sheds, many of which are filled with inflammable materials and valuable merchandise, besides which there are many steamships and other vessels. A great many large fires that occur are close to the water front, and are generally so situated that the streams from the fire engines cannot be placed

to do effective service. At several large fires that have occurred, material help was rendered to the Department in subduing the fire by the steam tugboat Convoy, which belongs to the Baltimore and Ohio Railroad Company, which is fitted out with a powerful pump, capable of throwing three large streams of water a great distance; and, as some protection should be afforded this valuable property, I would recommend that the steam-tug Baltimore, which belongs to the city, should be fitted out with a pump for fire purposes, similar to the one on the Convoy, and that the boat be placed at the disposal of the Board of Fire Commissioners, as nearly all the large commercial cities have boats fitted up in this way to protect property along their water fronts. The importance of having a boat fitted up to protect property on the water, was forcibly demonstrated at the fire which occurred on the morning of November 28th last at the Canton wharves, foot of Chesapeake street. It commenced in a floating grain elevator, and in a short time two floating elevators, two canal boats, two steam yachts, two large covered wharves, and the Russian bark Vesta, were in flames. The property that was burning, being on the water, the engines were in a manner powerless to aid them. The fire spread from one vessel to another, and when their moorings burnt away, they floated out in the stream and endangered other property at the wharves where they lodged; and if it had not been for the aid rendered by the steamtug Minnie, which towed out one of the burning elevators from the wharf of Messrs. Baker & Bros., where it had lodged, there would have been a great destruction of property

at this point, as there was stored on the wharf fifteen hundred tons of saltpetre and a great quantity of inflammable merchandise."

We also call your attention to the recommendation of the Chief Engineer, for the erection of twenty-two additional fire alarm boxes, all of which are actually needed.

The use of the improved hook and ladder truck, known as the Hayes' patent, by this Department during the past year, and the effectiveness demonstrated thereby, cause us to especially call your attention to that item of the estimate of expenses for the ensuing year, furnished to your Honorable Body, asking for an appropriation for the purchase of an additional one; and in connection therewith we refer you to the report of the Chief Engineer on the same subject.

In regard to the Police and Fire Alarm Telegraph, we call the attention of your Honorable Body to the very carefully prepared report of the Superintendent of that part of the service, under our control and supervision. While we cannot embody many of the suggestions he makes, we feel compelled to lay great stress upon his remarks in reference to the fire alarm boxes. He says: "Since our new telegraph was turned over to the city authorities, nearly five years ago, only nine additional boxes have been put up." Now when it is remembered that in the period spoken of there has been a great increase in what we might call, the fire area of the city, the force of the words "only nine" can be readily appreciated, and they strike us with singular suggestive-

ness, when we know that it is to us the public looks for protection, and for prompt and immediate response to alarms. In many instances the boxes are from five to eight blocks apart, and of necessity much time is lost in turning in an alarm to the engine houses, and thus often a fire has gained great headway, owing to this loss of time. We trust that this matter will receive, at your hands, the attention its vital importance demands, and that some speedy measure be adopted to protect property by preventing the spread and increase of small fires, that can be readily extinguished, if only this Department be put in the position of receiving more quickly an alarm. We also endorse his remarks regarding a system of underground telegraph, believing that the time has come to take some action in this matter. Many times, owing to the great number of poles, and the perfect network of wires, it is almost impossible to put up the large ladders; and places could be named where the Department could not be effective in the use of its hook and ladder companies. The Telephone line to the Marine Hospital has been so often repaired, that it is a matter of absolute necessity to rebuild rather than repair.

We respectfully submit herewith the exhibits of the receipts and disbursements of this Department for the year ending December 31, 1881.

In conclusion, we desire to call your attention to the record of this Department for the past year. Looking at the result attained with the amount of fire service done, the number of lives in jeopardy, and the amount

of property at risk, and comparing this with that of other cities, this commission feels that it can justly point with pride to the Fire Department of our city, and can truly say that the result reached is more than favorable to our Department.

Very respectfully,

SAMUEL W. REGESTER, *President.*
THOMAS W. CAMPBELL,
CHARLES B. SLINGLUFF,
SAMUEL HANNAH,
J. F. MORRISON,
B. E. SMITH,

Board of Fire Commissioners.

ATTEST:

GEO. A. CAMPBELL, *Secretary.*

EXHIBITS.

EXHIBIT A.

Appropriations.

Amount asked for general expenses, 1881...	\$189,092 00
Amount appropriated, May.....	\$171,459 00
“ “ Novem'r 15,000 00	
	<hr/> 186,459 00
Amount deducted....	<hr/> \$2,633 00
Amount appropriated for general expenses.	\$186,459 00
Amount drawn from City Comptroller.....	186,456 84
Balance undrawn.....	<hr/> \$2 16
Amount appropriated for deficiencies, 1880.	\$7,342 94
Amount drawn from City Comptroller	7,340 14
Balance undrawn.....	<hr/> \$2 80
Amount appropriated, Resolution No. 89, for three fire alarm boxes, 67, 72 and 73...	\$850 00
Amount drawn from City Comptroller.....	846 58
Balance undrawn.....	<hr/> \$3 42
Amount appropriated, Resolution No. 153, for one fire alarm box.....	\$150 00
Amount drawn from City Comptroller.....	147 50
Balance undrawn.....	<hr/> \$2 50
Amount appropriated, Ordinance No. 60, for new engine-house for No. 4 Company.....	\$3,000 00
Amount drawn from City Comptroller.....	3,514 00
Balance undrawn.....	<hr/> \$4,486 00

EXHIBIT B.

Receipts from all sources, twelve months ending December 31, 1881.

Store-room stock on hand December 31, 1880.....		\$538 09
Amount drawn from City Comptroller for general expenses, twelve months ending December 31, 1881.....	\$186,456 84	
Amount drawn from City Comptroller, deficiencies 1880.....	7,340 14	
Amount drawn from City Comptroller, three fire boxes	846 58	
Amount drawn from City Comptroller, one fire box.....	147 50	
Amount drawn from City Comptroller, No. 4 Engine House ..	3,514 00	
	<hr/>	198,305 06
Amount received from sale of old material.....		150 25
Insurance indemnity for disabled members.....		132 17
		<hr/>
		\$199,125 57 .

EXHIBIT C.

*Expenditures for twelve months ending December 31,
1881.*

Salaries.....	\$116,944 08
Apparatus and repair.....	14,349 75
Accident.....	788 70
Feed.....	8,822 95
Fuel.....	1,592 64
Furniture.....	1,764 50
Harness.....	935 71
Horse-shoeing.....	1,254 62
Hose.....	9,799 25
Horses.....	2,745 92
Gaslight.....	1,317 97
Ground rents.....	806 49
Oils, grease, paints, &c.....	726 52
Office expenses.....	731 59
Washing.....	1,221 00
House repair and alteration.....	6,608 43
Miscellaneous.....	818 25
Insurance premiums on lives of members..	441 64
Fire-alarm telegraph.....	15,153 94
	<hr/>
	\$186,823 95
Three fire-alarm boxes, Resolution 89.....	\$346 58
One fire-alarm box, Resolution 153.	147 50
New Engine House No. 4.....	3,514 00
	<hr/>
	4,508 08
Deficiencies, 1880.....	7,340 14
Insurance indemnity paid members.....	132 17
	<hr/>
	\$198,804 34

EXHIBIT D.

Expenses of Companies twelve months ending December 31, 1881.

No. 1 Engine Company.....	\$ 9,481 26
2 " 	12,386 22
3 " 	9,029 70
4 " 	12,476 19
5 " 	8,825 36
6 " 	8,954 06
7 " 	11,803 41
8 " 	9,420 81
9 " 	9,594 09
10 " 	9,057 31
11 " 	9,283 90
12 " 	8,702 69
13 " 	9,385 01
1 Hook and Ladder Company.....	8,337 21
2 " " 	8,851 81
3 " " 	7,572 51
4 " " 	12,109 29
Reserve apparatus.....	4,711 78
	<hr/>
	\$169,982 88
New engine house	3,514 00
Office expenses.....	731 59
Fire-alarm telegraph	15,153 94
Three alarm boxes.	846 58
One alarm box.....	147 50
Miscellaneous.....	818 25
Officers, salaries, repairs, &c.	7,609 60
	<hr/>
	\$198,804 34

EXHIBIT E.

*Statement of Receipts and Expenditures, twelve months
ending December 31, 1881.*

General receipts.....		\$199,125 57
General expenses.....	\$198,804 34	
Amount paid City Register.....	150 25	
	<hr/>	
	\$198,954 59	
To balance—store-room stock, December 31, 1881.....	170 98	
	<hr/>	
	\$199,125 57	<hr/>
		\$199,125 57

EXHIBIT F.

Estimate of Expenses for twelve months ending December 31, 1882.

Salaries.....	\$117,491 88
Apparatus repair and alteration.....	26,200 00
House repair and alteration.....	23,000 00
Accident.....	2,000 00
Feed.....	9,000 00
Fuel.....	1,800 00
Hose.....	8,000 00
Horses.....	4,000 00
Ground rents.....	850 00
Gaslight.....	1,500 00
Office expenses.....	850 00
Washing.....	1,400 00
Fire Alarm Telegraph....	15,153 94
Furniture.....	2,500 00
Harness.....	1,500 00
Horse-shoeing.....	1,300 00
Oils, grease, paints, &c.....	1,100 00
Insurance premiums on lives of members.	2,400 00
Miscellaneous.....	1,500 00
	<hr/>
	\$221,545 82
Balance undrawn for new engine-house.....	4,486 00

Of the above estimate, the sum asked for apparatus is for the purchase of a new hook and ladder truck; the building of a new steam fire engine, two hose carriages, and three new boilers; also, the usual repair made necessary during the year. The sum asked for houses includes the alterations actually needed in Nos. 3 and 5 Engine Houses.

REPORT
OF THE
CHIEF ENGINEER.

REPORT.

OFFICE CHIEF ENGINEER, B. C. F. D.,

Baltimore, January 1, 1882.

Samuel W. Regester, Esq.,

President Board of Fire Commissioners:

DEAR SIR:

I herewith present to your Honorable Body the twenty-third annual report of the Department for the year ending December the 31st, 1881, showing the condition of the apparatus and horses, quantity and condition of the hose, the number of fires and accidents to members, and other matters pertaining to the Department.

Organization.—At the present time the Department has in service the following apparatus manned and equipped:

Thirteen steam fire engines in regular service.

Twenty-six four-wheel hose carriages.

Ten steam heaters for engines, located in the houses as follows: One each in Nos. 1, 2, 3, 4, 5, 6, 7, 9, 11 and 12.

Four hook and ladder trucks in regular service.

Four fuel tenders, located at Nos. 1, 5 and 12 Engine Companies, and at No. 1 Hook and Ladder Company. One supply wagon.

Thirty-four fire extinguishers, two of which are carried on each hook and ladder truck, and two on each one of the hose carriages.

Six Concord wagons, with gongs attached, for the use of the officers of the Department, and are located at the following houses :

Chief Engineer's, at No. 2 Engine Company.

Assistant Engineer's, Eastern district, at No. 6 Engine Company.

Assistant Engineer's, Western district, at No. 4 Hook and Ladder Company.

Superintendent of Telegraph's, at No. 4 Hook and Ladder Company.

Lineman of Telegraph's, at No. 13 Engine Company.

One jagger wagon, with cover, for use of Veterinary Officer of the Department, at No. 9 Engine Company.

One reserve wagon, at No. 2 Hook and Ladder Company.

IN RESERVE WITHOUT COMPANIES.

Four steam fire engines and equipments.

GENERAL OFFICERS.

One Chief Engineer.

Two Assistant Engineers.

One Veterinary Officer.

FORCE.

Thirteen Foremen of engine companies.

Four Foremen of hook and ladder companies.

Thirteen Enginemen.

Thirteen Assistant Enginemen.

Seventeen Hostlers.

Four Tillermen.

One Houseman attached to No. 4 Hook and Ladder Company.

One hundred and four Firemen.

Thirty-nine Laddermen.

They are divided into seventeen companies—thirteen of which are engine, and four hook and ladder companies. Each company will average six substitutes. These men give their services to the Department for no compensation, except when on duty for regular members, and are in the line of promotion, according to their good behavior and attendance.

APPARATUS, ALTERATIONS AND REPAIRS.

January 5—No. 7 Engine Company—A new boiler put on the engine; cylinder bored out; pump repaired; steam and exhaust pipes altered; new hind axle put on; bell in place of the gong, and all work on the engine overhauled.

January 8—No. 9 Engine Company—a new hind axle put on the first hose carriage, in place of the one broken going to box 18.

- January 10—Reserve truck—a new perch pole and axles put on; all the iron work overhauled; truck painted, and a new bank of ladders.
- January 13—No. 5 Engine Company—new end put on hind axle of first hose carriage, in place of the one broken going to box 135.
- January 14—No. 9 Engine Company—Springs of the engine set up, and seven new plates put in.
- January 17—Nos. 1 and 4 Engines Companies—New copper heating coils put in the boilers of the engines.
- January 27—No. 5 Engine Company—Chains and gearing put on, and spool of hose carriage repaired.
- February 10—No. 1 Engine Company—a seat was placed on the engine, to drive from; brake altered, so the driver can have control of it from the seat; new boxes in the wheels, and the independent pump repaired.
- February 12—No. 5 Engine Company—Two new hind wheels put on the engine, and the independent pump repaired.
- February 19—No. 3 Engine Company—Chains and gearing wheels put on, and spool of hose carriage altered.
- February 20—No. 7 Engine Company—The engine was upset at the corner of Madison and McMechen streets, when responding to box 352; the following repairs were made necessary by the accident: hind axle straightened; lamps and relief valves repaired; new metal casing around the boiler and

smokestack; the machinery overhauled, and wheels repaired.

February 23—No. 2 Engine Company—New end put on the hind axle of first hose carriage, in place of one broken going to box 62.

February 26—No. 8 Engine Company—A new hind axle put on, and new bolts in the boiler of the engine, to hold the stays that support the springs and fuel baskets.

February 23—No. 10 Engine Company—Pump of engine repaired; new grate under the fire-box, and six bolts put in the boiler.

March 21—No. 3 Engine Company—New side braces put on the boiler of the engine, to hold the springs.

March 26—No. 1 Engine Company—Independent pump on the engine altered.

March 30—Reserve Engine John Cushing—A new stay was put on the back part of the boiler, to hold the hind spring.

April 3—Reserve Engine Baltimore—Machinery overhauled, and new steam and exhaust pipes put on.

April 5—No. 2 Hook and Ladder Company—New perch pole put on the truck, and two new ladders, in place of the ones broken by the upsetting of the truck, when answering a second alarm from box 212, caused by the burning of the Monumental theatre.

April 17.—No. 8 Engine Company—Cylinder and stay rods on the engine repaired.

- May 1.—New sucking sleeves were put in service on the following engines : No. 2, two pieces; reserve engine Comet, two pieces; and reserve engine Amoskeag, two pieces.
- May 10.—No. 9 Engine Company—Pump on the engine bored out; pump rods covered with copper; new plungers and cups put in the pumps; a set of metal flues put in the boiler; surface blow put in the boiler; exhaust pipe altered, and a new set of connecting pipes to the heater.
- May 12.—Twelve sets of new hose couplings.
- May 16.—Spare Engine Amoskeag.—Patch put on the inside of the fire box of the boiler on the engine, and the machinery overhauled.
- May 21.—No. 9 Engine Company.—A new body bolt put in, and machinery on the engine overhauled.
- June 1.—No. 10 Engine Company.—New chains and gearing wheels put on the first hose carriage.
- June 10.—No. 2 Engine Company.—A set of brass boxes put in the wheels, and the hind axle of the engine repaired.
- June 19.—No. 9 Engine Company.—New end put on the hind axle of the first hose carriage, in place of one broken going to box 153.
- June 26.—No. 13 Engine Company.—New valves put in the pump of the engine.
- July 1.—No. 4 Engine Company.—A new brace on the side of the boiler of the engine, to hold the spring, and the super heating flues in the boiler repaired.

- July 6.—No. 3 Hook and Ladder Company.—Axles and running gear of the truck repaired; they were damaged by one of the wheels running off when responding to box 14.
- July 13—No. 1 Hook and Ladder Company—Two reflectors were placed on the front part of the Hayes' truck.
- July 28—No. 5 Engine Company—A new hind axle was placed on the first hose carriage, in place of one broken going to 172 box.
- August 14—No. 8 Engine Company—Wheels of the hose carriage repaired, and new tires put on.
- August 30—No. 2 Engine Company—New chains and gearing wheels put on the hose carriage.
- September 1—Two new play-pipes to attach to the three-inch hose, were placed in service. They are carried on Nos. 1 and 2 Hook and Ladder Trucks.
- September 20—The wheels of Nos. 7 and 13 Engines were repaired and painted.
- November 28—No. 2 Engine Company—A new end was put on the hind axle of the engine, in place of one broken going to 523 box.
- December 13—No. 2 Engine Company—A new half put on the front axle of the engine, in place of the one broken going to 171 box.
- December 14—Seven pair of new hose couplings for Nos. 3 and 12 Engine Companies.
- December 15—No. 13 Engine Company—A new grate to go under the fire-box of the engine, and the machinery overhauled.

FIRES.

The number of alarms during the past twelve months was 324, of which 210 were telegraph alarms, and 114 were extinguished without giving a telegraph alarm. There were 13 second alarms and 1 general alarm. The loss amounted to \$454,773.35, of which amount \$206,850.23 was caused by three fires, viz: March 4th, the Pearl Hominy Mills on North street extended, Box 25, \$52,442.25; July 26th, Box 23, the pork packing and lard refining establishment of Black & Krebs, Nos. 210 and 212 E. Fayette street, \$104,403.03; November 28th, Box 18, burning of vessels and wharves, foot Chesapeake street, Canton, \$50,000.

SECOND AND GENERAL ALARMS.

February 13—Box 251; time of first alarm, 2:55 A. M.; time of second alarm, 3:05 A. M.; Nos. 5 and 7 Engine Companies were called, 3.30 A. M.; recall signal, 3:51 P. M.; was caused by the burning of a three and four-story communicating warehouse, situated on Chew street, between Ensor and Sterling streets. It contained 800 tons of paper stock. It was occupied by Michael T. Horner & Co. Damage, \$22,375.

March 25.—Box 212; time of first alarm, 6:56 A. M.; time of second alarm, 7:01 A. M.; recall signal, 8:10 A. M.; was caused by the burning of a room on the first floor of the Monumental theatre, used as a restaurant, situated on the east side of Baltimore street bridge. Damage \$1,187.37.

July 25—Box 23; time of first alarm, 12:58 A. M.; second alarm, 1:05 A. M.; recall signal, 5.20 A. M.; was caused by the burning of a three and a four story brick building, Nos. 210 and 212 E. Fayette street, running through to Caroline street; occupied by Black & Krebs as a pork packing and lard establishment. It contained about \$60,000 worth of lard, ready for shipment, and several hundred barrels of lard oil, and a large number of empty cases and barrels. The houses adjoining and opposite on Fayette street were also somewhat damaged by the partial burning of the roofs and woodwork on the fronts. Total damage, \$104,408.03. The nearest box to the fire, No. 232, would not work, in consequence of the wires having become crossed, and the officer had to go to the next nearest box, No. 23, which was about four squares distant. This delay allowed the fire to get a great headway, and when the alarm was sounded the building was a mass of flames, which could be seen from all parts of the city.

August 13—Box 242; time of first alarm, 6:20 A. M.; second alarm, 6:25 A. M.; recall 1.04 P. M.; was caused by the burning of a three-story brick building, No. 90 Greenmount avenue, running through to McKim street, occupied by Fred. Walpert & Co., manufacturers of husk mattresses. Damage, \$10,007.50.

August 26—Box 323; time of first alarm, 10:52 P. M.; second alarm, 11:03 P. M.; recall signal, 1:25 A. M.; was caused by the burning of a two-story brick

and frame building, No. 300 Hoffman street, occupied by Walter Bowers, dealer in paper stock. Damage, \$1,600.

September 27—Box 521; time of first alarm, 11:29 A. M.; second alarm, 11:35; recall signal, 3:21 P. M.; was caused by the burning of two four-story brick warehouse, Nos. 13 and 15 Camden street, occupied by Adler Bros. & Co. and Stiefel & Juhn, manufacturers of oil cloth clothing; the floors of the building being saturated with the oil used for this purpose, caused them to burn furiously. Damage, \$37,825.

October 27—Box 42; time of first alarm, 12:20 P. M.; second alarm, 12:45 P. M.; recall, 2:34 P. M.; was caused by the burning of a four-story brick warehouse, No. 378 W. Baltimore street, occupied by Day, Jones & Co., manufacturers of trunks and horse collars. Damage, \$6,950.

November 28—Box 18; time of first alarm, 1:47 A. M.; Nos. 1, 3 and 4 Engine Companies called at 2:30 A. M.; recall signal, 12:58 P. M.; was caused by the burning of the floating grain elevators "Artisan" and "Hattie," two canal boats, the "Babbitt," and "Bellinger," two steam yachts, the Russian bark "Vesta," and two large covered wharves, situated at foot of Chesapeake street, Canton. One of the wharves was owned by the Pennsylvania Railroad Company and the other by the Winans' estate. Damage, \$50,000.

November 29—Box 523; time of first alarm, 11:47 P. M.; second alarm, 11:57 P. M.; recall signal, 1:15 A. M.;

was caused by the burning of a four-story brick building, No. 116 S. Eutaw street, running through to Conway street, occupied by Smith, Hanway & Co., manufacturers of flavoring extracts and the Patapsco Baking Powder.

November 30—Box 523; time of first alarm, 1:54 A. M.; second alarm 1:57 A. M.; recall, 6.25 A. M., by the rekindling of the fire above mentioned. The fire in the first place was confined to the front part of the first, second and third stories. The building was thoroughly examined by the fire department before it left, and left in charge of the Salvage Corps, who cleaned it up and were about leaving, when the flames suddenly burst forth from the building in the third and fourth stories on both streets, from some unexplained cause. Damage, \$12,104.67.

December 11—Box 21; time of first alarm, 3:55 P. M.; second alarm, 3:58 P. M.; general alarm, 4:43 P. M.; recall, 1:39 A. M., December 12; was caused by the burning of a three-story brick building, situated Nos. 45 and 47 North Frederick street, occupied by Becker Bros., manufacturers of wooden boxes. It contained 4,000 boxes, ready for shipment, and a large quantity of lumber. Damage, \$9,350.

December 11—Box 171; time of first alarm, 6:13 P. M.; second alarm, 6:31 P. M.; recall signal, 9:09 P. M.; was caused by the burning of the rear part of the Canton Sugar Refinery, occupied by Eccles, Thoms & Co., situated corner Aliceanna and

Chester streets. When the alarm was given for this fire, all the apparatus was in service at the fire on Frederick street. Nos. 8 and 11 Companies were sent on the first alarm, and Nos. 2, 6 and 7 on the second alarm, using the reserve hose carriages. Damage, \$4,675.59.

December 21—Box 621; time of first alarm, 2:42 A. M.; second alarm, 2:51 A. M.; recall signal, 5:56 A. M.; was caused by the burning of a three-story brick building, situated on Cross street below Covington street, occupied by the American Manufacturing Company of Baltimore, manufacturers of oleomargarine. The fire was confined to the third story. Damage, \$12,500.

December 28—Box 513; time of first alarm, 4:53 A. M.; second alarm, 4:59 A. M.; recall, 7:45 A. M.; was caused by the burning of a four-story brick building, S. W. Corner of Sharp and Camden streets, occupied on the first floor by Biedler, Bro. & Co., commission merchants, and on the second, third and fourth floors by Stieful & Juhn, manufacturers of under clothing. The fire was confined to the upper stories. Damage, \$18,150.

CASUALTIES,

The casualties that have happened in the different companies of the department during the past year will be found herewith; the causes of such; the length of time each member was off duty thereby, and also the number of deaths:

- No. 1 Engine Company—Substitute B. Sheffield, ankle sprained by falling off the fuel wagon on March 2; off duty 18 days. Assistant engineman, Chas. Freburger, wrist sprained when exercising the horses, September 6; off duty 7 days. Fireman Robert Close, hand and leg cut at fire box 521, September 27; off duty 1 day. Fireman Chas. Minton, arms blistered at same fire; off duty 2 days. Fireman George Wernix, head and face cut by a sign falling on him at fire box 523, November 30; off duty 7 days.
- No. 2 Engine Company—Hostler John Pierce was injured internally by the horse falling that he was riding when driving to box 612, April 2; off duty 22 days. Fireman John Ledden, ankle sprained by falling off a ladder at fire box 14, June 25; off duty 2 days.
- No. 3 Engine Company—Fireman R. A. Lindsey, hand burnt at fire, box 242, August 13; off duty 1 day. Substitute Wm. Pasterfield, leg hurt by a bale of husk falling on him at the same fire; off duty 3 days. Fireman James Lindsey, head cut by a hose pipe hitting him at the same fire; off duty 1 day.
- No. 4 Engine Company—Fireman John Foreman, foot bruised by striking the step of the hose carriage when mounting to respond to fire box 414, March 4; was off duty 3 days. Acting fireman Robert Bradley, had his right hand badly cut by falling glass at fire box 5, August 14; off duty 44 days. Fireman James Walsh, head cut at fire box 18, November 28; off duty 4 days.

- No. 5 Engine Company—Foreman Chas. Nelson was overcome by the heat and smoke at the fire, box 242, August 13; off duty 3 days.
- No. 6 Engine Company—Hostler John Wernsing had his hand and arm injured by the saddle horse falling when responding to fire, box 3, October 25; is still off duty.
- No. 7 Engine Company—Engineman John McCoy, head cut by being thrown from the engine when it upset going to fire, box 353, February 18; off duty 5 days.
- No. 8 Engine Company—Foreman John Flynn was overcome by smoke at fire box 417, August 17; off duty 4 days. Fireman Frederick Johnston, ankle sprained at fire, box 15, June 15; off duty 2 days. Foreman John Flynn, hands burned at fire box 21, December 11; off duty 2 days.
- No. 9 Engine Company—Daniel Rogers had part of two fingers on his left hand cut off by being caught in the machinery of the engine when working at the fire, box 135, January 17; off duty 43 days.
- No. 10 Engine Company—Fireman Benjamin Seip, was injured internally by falling off the hose carriage when going to the fire, box 415, February 8; off duty 16 days. Fireman Chas. Meyers sprained his back at the fire, box 21, December 11; off duty 8 days.
- No. 11 Engine Company—Engineman John Calder mashed his hand at the fire, box 161, March 26; off duty 6 days.

- No. 12 Engine Company—Fireman B. Carter had his hand mashed by being caught in the gearing of the hose carriage at fire, box 64, September 27; off duty 40 days. Fireman Benjamin Wirts broke his leg accidentally in the engine house, November 25; is still off duty.
- No. 13 Engine Company—Hostler Edward McGeehan, hands frost bitten when driving to fire, box 426, January 1; off duty 20 days. Fireman Edward C. Keyser, ankle sprained at fire, box 612, October 27; off duty 2 days. Fireman James LeDoyme, head cut and back injured at fire, box 21, December 11; off duty 10 days.
- No. 1 Hook and Ladder Company—Hostler James E. Patterson fell in coming down the pole in the truck house, when an alarm of fire came in from box 25, March 4; off duty 31 days. Ladderman F. Oelman sprained his back by falling of a shed at fire, box 135, August 6; off duty 10 days.
- No. 2 Hook and Ladder Company—Substitute Frank Loane had his face cut and eyes injured by falling glass, at the fire, box 41, December 14, 1880; off duty three months. Tillerman John J. Gill had his head cut and back injured by the upsetting of the truck when going to the fire, box 212, March 25; off duty 19 days. Ladderman Thomas Wagner had his head cut and ankle sprained by the same accident; off duty 68 days. Tillerman John J. Gill was injured by running a spike in his wrist, October 5; off duty 22 days.

No. 3 Hook and Ladder Company—Ladderman George Bosse had his ankle sprained by the falling of a shed at the fire, box, 18, November 28; is still off duty. Ladderman John Sauers had his back hurt at the same fire, and from the same cause; is still off duty. Ladderman Jesse Vickers, when acting as tillerman, fell from the truck and cut his head when returning from fire, box 171, December 7; off duty 1 day.

DEATHS.

No. 3 Hook and Ladder Company—Ladderman Louis Roll died February 9, of consumption; he had been off duty 66 days.

FIRES IN BALTIMORE COUNTY.

February 3.—Box 48; time, 12:58 A. M.; recall, 2:55 A. M.; was caused by the burning of frame stables and slaughter house in the rear of Nos. 266 and 263 Frederick avenue. In service, Nos. 8, 10 and 13 Engine Companies, and No. 2 Hook and Ladder Company, two hours. The ground was covered with snow, and double teams were required to take the apparatus to the fire, where they did effective service, and prevented the fire from spreading to the adjoining buildings. Damage, \$1,011.

April 7.—Box 48; time of first alarm, 7:34 A. M.; second alarm, 7:47 A. M.; recall signal, 10:32 A. M.; was caused by the burning of two two-story frame

buildings, one three-story frame building, and a four story brick building, situated on Wilkins avenue, occupied by Chas. G. Blumhardt and others as slaughter houses, store houses and dwellings. In service, Engine Companies Nos. 2, 8, 10, and 13, and Hook and Ladder Companies 1 and 2, three hours. Damage, \$20,403.

In view of the fact that the appropriation had been cut down to such an extent that the strictest economy was necessary to run the Department during the coming year; and as a considerable part of the appropriation of last year was spent in repairing damage that was done to the apparatus and horses of the Department by working at fires in the county, your Honorable Board passed the following resolution on April 22, 1881 :

Resolved, That the Chief Engineer of this Department be and he is hereby directed, that unless by a special order of the Board of Fire Commissioners, none of the apparatus belonging to this Department shall hereafter be sent beyond the city limits; and that the Police Department be requested not to send over the wires of the Police and Fire Alarm Telegraph, any alarms for fires outside of the limits of Baltimore City.

June 16.—Box 53; was sent in at 3:02 A. M.; the Adams' white lead works being on fire, situated at Mount Winans, a short distance from Gwynn's Falls; the apparatus went as far as the city boundary, and finding the fire was beyond the city boundary, they returned to their houses. Damage \$75,000.

June 29.—Telephone alarm at 12:30 A. M.; caused by the burning of a beer brewery and other buildings. His Honor Mayor Latrobe, after being waited upon by Commissioners of Baltimore county, ordered me to send apparatus to their assistance. I went out with No. 8 Engine Company, but they could not go in service, as the stem that opens the valve of the only available fire plug had been broken, and there was no way for them to get down to the Falls. Damage \$20,000.

July 5.—Box 253; was sent in at 2:11 A. M., for a fire on the York Road, a short distance beyond the city limits. The buildings burned were a carriage factory, blacksmith shop, carriage repository and dwelling. The apparatus went as far as the city limits. Damage \$16,000.

On October 28, the following resolution was passed by your Honorable Board :

WHEREAS, The Baltimore County Commissioners have organized a fire department for the protection of property located in what is known as the Belt, consisting of seven Chemical Engine Companies, and two Hook and Ladder Companies, which department is able to cope successfully with any ordinary fire,

Resolved, That in the event of a fire occurring in the said district or Belt, and getting beyond the control of its fire department, and the Fire Department is called up for aid by the county authorities, the Chief Engineer of this Department, be and he is hereby authorized to send to

their assistance such apparatus as he may deem necessary.

Several fires have occurred since, but they were very slight, and were put out by the county department.

APPARATUS.

The appropriation for apparatus repairs having been reduced to such a small amount, nothing was done during the past year more than was absolutely necessary to keep it in service. Some of the engines have become worn down and hardly fit for service, and by no means reliable, as the following will show :

- No. 1 Engine Company—The Amoskeag Engine in use at this house requires a new fire box and a new set of flues in the boiler.
- No. 2 Engine Company—The engine requires a new set of flues in the boiler, and new front and hind axles.
- No. 6 Engine Company—The division in the pump of the engine has given way ; a new pump is needed, and new tires on the front wheels.
- No. 8 Engine Company—New bolts are needed in the boiler of the engine to hold the stays that support the springs and flue boxes.
- No. 10 Engine Company—The machinery of the engine needs a general overhauling ; all the bearings are a good deal worn.
- No. 13 Engine Company—New bolts are needed in the boiler of the engine to hold the stays that sup-

port the springs and fuel boxes, and a new grate under the fire box.

Nos. 8 and 13 Engine Companies—The second hose carriages of these companies are of the old style, built for one horse to pull, and are not strong enough to carry the men. Two new hose carriages should be purchased to put in their places.

Six large gongs are needed for the hose carriages of Nos. 1, 5, 10 and 12 Engine Companies.

The large vertical double-pump engines that are in service at Nos. 1, 3 and 4 Engine Companies, are of little use to the Department, on account of the time it takes them to raise steam enough to do service, and their not being able to maintain pressure when working, even with one line of hose. They weigh nine thousand three hundred pounds, and will not do as much service as some of the smaller engines. For example, if box 412 is struck, and No. 4 Engine starts from the house with five pounds of steam on from the heater, when it arrives at the fire and gets ready for service, it would not have more than twenty pounds of steam, and as soon as the throttle is opened wide enough to make the engine do effective service, the steam is worked down. A steam fire engine should be of such nature as to be brought into requisition in as short a space of time as is necessary to get the machine on the ground, the hose laid, and ready for work, even if the fire is located within one square of the place where the steamer is located. The object of locating a company at any point is to protect that immediate vicinity, and it is, therefore, necessary to have it available in the shortest space of time, and that with

unerring certainty, as reliability is of the greatest importance to the protection of a city from fire, and everything is dependent on the working of such apparatus in time. I would recommend that new quick-steaming boilers should be placed on these engines, or that the engines be disposed of, and three new engines of the most improved make be purchased and put in service in their places.

HOSE.

There is needed for the Department three thousand and five hundred feet of new hose; three thousand feet to replace hose that is worn out and will not stand the required pressure, and five hundred feet to replace the hose that was burned up at Cassard's meat-packing establishment, and the wharves foot of Chesapeake street.

During the past year there was purchased six thousand feet of two and a half inch gum hose, of the New York Test brand, and twenty-five hundred feet of double jacket cotton fabric hose—making the amount now in service fifteen thousand nine hundred feet of good, and twelve thousand eight hundred and fifty feet of medium, and one hundred feet of three-inch hose in good condition. All the hose classed as medium has been tested at one hundred and forty pounds pressure. The hose is divided amongst the companies as follows:

No. 1 Engine Company has one thousand four hundred feet of good hose, and seven hundred feet of medium quality.

No. 2 Engine Company has one thousand feet of good hose, and eight hundred feet of medium quality.

No. 3 Engine Company has one thousand eight hundred feet of good hose, and seven hundred and fifty feet of medium quality.

No. 4 Engine Company has two thousand feet of good hose, and eleven hundred and fifty feet of medium quality.

No. 5 Engine Company has one thousand five hundred feet of good hose, and eleven hundred feet of medium quality.

No. 6 Engine Company has eleven hundred feet of good hose, and eight hundred feet of medium quality.

No. 7 Engine Company has nine hundred feet of good, and eleven hundred feet of medium quality.

No. 8 Engine Company has eight hundred feet of good, and eight hundred and fifty feet of medium quality.

No. 9 Engine Company has one thousand feet of good, and eighteen hundred feet of medium quality.

No. 10 Engine Company has one thousand feet of good, and six hundred feet of medium quality.

No. 11 Engine Company has seven hundred feet of good, and twelve hundred and fifty feet of medium quality.

No. 12 Engine Company has six hundred feet of good, and seventeen hundred feet of medium quality.

No. 13 Engine Company has nineteen hundred feet of double jacket fabric, in good condition, and eight hundred feet of medium quality gum hose.

HORSES.

There are seventy-one horses, used as follows :

Thirteen engine companies, four horses each

Four hook and ladder companies, two horses each.

Four horses for the use of the Chief and Assistant Engineers.

Two horses for the use of the Telegraph Department.

One horse for the use of the veterinary surgeon, and four horses that are held in reserve.

ALTERATIONS AND REPAIRS NEEDED TO THE HOUSES OF THE DEPARTMENT.

Nos. 1, 5, 9, 11 and 12 Engine Houses and Nos. 1 and 2 Truck Houses, need painting, inside and out.

Nos. 6, 7 and 13 Engine Houses need painting on the outside.

Nos. 1, 5 and 12 Engine Houses and Nos. 2 and 3 Truck Houses.—At these houses iron pipes are needed for the men to come down on from the sleeping-room.

No. 1 Engine House.—New front doors are needed.

Nos. 1, 5 and 12 Engine Houses and Nos. 1 and 2 Truck Houses, need new front pavements.

No. 5 Engine House.—New floor is needed, and general repair, equivalent to reconstruction.

No. 10 Engine House.—Inside shutters are needed in the parlor.

The house on Lombard street, that is occupied by No. 3 Engine Company is in a very dilapidated condition. There should be a cellar dug out under the building,

which will necessitate underpinning the walls; new joists and floor are needed in the first story, as the present ones have rotted away; new floors and stalls are needed in the stable; the back wall above the first story should be taken out, and the rooms extended back to the stable; a new roof is needed on the entire building; the third story needs plastering, as also the passage; there should be a skylight and ventilator, from the first story to the roof, in the centre of the building, to give light and ventilation to the first story, as this story is very dark and badly ventilated; a stairway is needed—the carriages that support the steps to start twenty feet from the front of the house, on the east side; this to take the place of the iron spiral one now in use; the steeple needs a great deal of repairing; the house requires painting inside and out, and the bed-room papered. To put this house in a first-rate condition would cost five or six thousand dollars, and, in my opinion, it would be money ill spent, as the house is badly located, the street on which it is situated being narrow, with two railroad tracks on it. The house is narrow, and has no back entrance, which necessitates taking out the apparatus when getting in feed, fuel, or taking out manure; and if a fire occurs during this time, the company is delayed. Instead of repairing this house, I would recommend that a suitable lot be procured, somewhere in this immediate neighborhood—the lot to be not less than twenty-five feet in width and one hundred feet in depth, with a rear entrance—and that a house should be built, with all modern improvements, for the accommodation of this company, as they cover a district that is largely occupied with property of

a most inflammable nature, consisting of planing mills, furniture factories, packing houses and lumber yards.

No. 4 ENGINE HOUSE.

The building for No. 4 Engine House, now being erected on Lexington street, between Calvert and North streets, will be ready for occupancy on the 15th of February. The building presents a handsome appearance, and is a perfect model for convenience and utility, having the best and latest improvements. It has a front of twenty-two feet six inches and a depth of one hundred and ten feet to a ten-foot alley. The first story front is built of pressed brick, with marble cornice, supported with iron columns and girders. The second story is finished with pressed brick, white mortar and marble trimmings. The doors and windows have the latest style of cathedral glass, which presents a most pleasing appearance. The front pavement is finished with granite and patent compressed asphalt blocks. The engine-room is the depth of the building, ceiling seventeen feet high, and is wainscoted throughout with selected Virginia lumber. A skylight of seven by ten feet in centre of room, and ventilator in the rear, extending above the roof. The second story is reached by a Queen Anne style of stairway. The horses are placed twenty feet from the front doors, in stalls on both sides of engine and hose carriage. The stalls are built with every convenience, and by a combination of water pipes and cast iron drains, they can be kept free from the odor of a stable. The doors open with an electric wire, thus enabling the horses to be at their

places in two seconds. The floor has a raise to the back, of fifteen inches, giving the engine an easy start. The rear part of the room is fitted up with the necessary feed apartments, washstand, water closet, &c. The best method of preserving the hose will be found in the "dry-house," ten feet long, two feet wide and sixty feet high. The hose are hauled up in this place by the men after returning from a fire, and dried before using again. The second story is divided into sleeping, sitting and bath-rooms; also, hay-loft. The sleeping-room is the width of the building, and fifty-one feet deep, well ventilated by a skylight in centre of building. At night the firemen descend to first floor by four iron poles, known as rapid transit; twelve men can, by this means, reach the first story in three seconds. The sitting-room is divided from the sleeping-room by a glass partition, the bath-room fitted with all necessities, and finished in the best materials.

WATER SUPPLY AND FIRE-PLUGS.

I would respectfully call your attention to the pressing necessity of a better supply of water in many sections of the city; for instance, on Myrtle and Argyle avenues there are no fire-plugs or water mains from Mosher to Pierce streets, and there is property in the vicinity of the Protestant Orphan Asylum which, in case of a fire, would take twelve hundred feet of hose to reach it. Along Light-street wharf there are no plugs, and at Light and Conway streets, where there is a great deal of very inflammable material, the nearest plug is eight hundred feet away, and the water from the dock

cannot be reached, as there is a high curb to get the engines over, and the wharves are generally piled up with merchandise. On Fort avenue there are but four fire-plugs from Johnson street to the Fort gate. On Eutaw street, from Mulberry to Baltimore street, there is only a three-inch pipe, and at every fire that occurs, the engines have great trouble in getting water enough to do effective work. In the southern section, in the vicinity of Fort avenue and Johnson street, during the day there is not pressure enough to force the water out of the fire-plugs when they are opened, as there are so many drains on the pipe before it reaches that point. I would recommend that a larger pipe be laid, to connect with the forty-inch main on Lombard street, to furnish a better supply for this section.

There is also a scarcity of water in that portion of the city situated south of Lombard street and west of Fremont, on account of the mains being too small to supply the demands made upon them. Along the docks there should be fire-plugs placed within five hundred feet of each other, to supply the engines with fresh water for their boilers; this would be a great help to the Department when working at fires where they are compelled to draft water from the docks, as they cannot use the brackish, muddy water in their boilers and do efficient service, on account of it foaming.

In the neighborhood of Holliday and Hillen streets, where there are many large manufacturing establishments, there is a poor supply of water, and the plugs are a great distance apart.

In the business portions of the city there should be two plugs on the opposite corners of each street, and not more than three hundred feet between every two, and that the plugs should be supplied with valves to each, opening similar to the ones that are used in other cities, so that when the second engine arrives it can be attached to the plug without the engine stopping that is already in service.

This city contains less than nine hundred fire-plugs, and they are scattered over an area of sixteen and a quarter square miles.

Below, you will see a statement of the number of fire-plugs and cisterns in some of the other principal cities. The cisterns are built under the streets in the business parts of the city, and supplied from the water mains. They are so arranged that from three to four engines can draw from them at the same time, thus placing the engines in close proximity to the fires.

New York, N. Y., has over 6,000 Fire-plugs.

Philadelphia, Pa., has 5,833 Fire-plugs.

Chicago, Ill.,	"	3,538	"	
Brooklyn, N. Y.,	"	3,000	"	
Boston, Mass.,	"	4,435	"	and 219 Cisterns.
Albany, N. Y.,	"	1,371	"	" 55 "
Cincinnati, Ohio,	"	830	"	" 296 "
Detroit, Mich.,	"	833	"	" 165 "
Buffalo, N. Y.,	"	1,200	"	
Washington, D. C.,	"	826	"	
St. Louis, Mo.,	"	2,000	"	
Cleveland, Ohio,	"	1,050	"	and 130 Cisterns.

It will be seen from the foregoing statement that we have not one-third as many fire-plugs in this city as in other cities of a corresponding size. The hose carriages of our central companies carry nine hundred feet of hose; those of the companies on the outskirts carry one thousand feet of hose, and one—No. 13 Engine Company—carries sixteen hundred feet, (fourteen hundred feet of the double jacket fabric and two hundred feet of gum hose.) This is made necessary in the district they cover, on account of the plugs being placed at such a great distance apart. In other cities the hose carriages carry only six hundred feet of hose; and if the fire-plugs in our city were placed not more than three hundred feet apart, as I have recommended above, it would not be necessary for our hose carriages to carry more than the same quantity. This would be a great saving in the annual expenditure of the Department, as hose is a great item of expense, having cost the sum of fifty-five thousand dollars in the last ten years. As a great deal of the hose is destroyed by the heavy pressure that it is necessary to use when forcing water through long lines to the fire, the loss by friction when the water is passing through the hose is about eight pounds to the hundred feet, and if the engine is carrying one hundred and sixty pounds water pressure, and forcing through twelve hundred feet of hose, there would not be more than sixty pounds pressure at the pipe; whereas, if they only had on three hundred feet of hose, and carrying the same pressure, there would be one hundred and thirty-five pounds pressure at the pipe.

FIRE EXTINGUISHERS.

During the past year, twelve more fire extinguishers were purchased and placed in service on the hose carriages of Nos. 1, 3, 4, 5, 10 and 11 Engine Companies. This equips each company with two extinguishers, there being thirty-four in service. They are carried on the hose carriages and hook and ladder trucks. The small extinguishers use the same ingredients as the chemical engines, in proportion to their size, and about twenty-five per cent. of the box fires, and nearly all of the silent fires, are extinguished with them, without using water in buildings from the fire plugs or engines. On the sides of the shut-off nozzles on the pipes, there is another small pipe attached, to throw a quarter of an inch stream of water, to assist the fire extinguishers when needed. The extinguishers have been used six hundred and eighty-four times during the past twelve months, consuming one thousand and twenty-six pounds of bicarbonate of soda, and three hundred and forty-two pounds of sulphuric acid, in charges.

NOZZLES.

The improved spray nozzle that has been in service at No. 2 Engine Company, has been tested on several occasions, and worked satisfactorily. This nozzle is made to spray the water from the sides, to clear away smoke, and to work under floors when the fire is in basements. I would recommend that Nos. 1, 2, 3 and 4 Engine Companies be supplied with them.

FIRE ALARM STATIONS.

A greater number of fire alarm boxes are needed in some locations. In the centre of the city, where there were dwelling houses when the telegraph line was erected, is now covered with warehouses, and on the outskirts a great number of new buildings have been erected, some of which are six and eight squares distant from the nearest fire alarm box; and when a fire occurs, the time lost in going to give the alarm, allows the fire to get a good headway before the arrival of the apparatus; and if the fire does not show a light to designate the location, the apparatus goes to the box, and it being a long distance off from the fire, it frequently takes the apparatus in an opposite direction from the fire. To obviate this trouble, I recommend that boxes be erected at the following places:

Howard and Conway streets.

Charles and Barre streets.

Charles and Henrietta streets.

Fort avenue and B. & O. R. R. tobacco warehouse.

Holliday and Centre streets.

Front and Buran streets.

Lexington and Howard streets.

Charles and Barnett streets.

Aisquith and Chew streets.

Charles and Madison streets.

Caroline and Chew streets.

Calvert and Eager streets.

Bolton and Laurens streets.

Lombard street and Marsh Market Space.

Druid Hill avenue and Townsend street.

Lafayette and Carrollton avenues—State Normal School.

Pennsylvania avenue and Greenwillow street.

Myrtle avenue and Lanvale street.

Druid Hill avenue and Patterson street.

Mosher and Division streets.

Boston and Leaken streets.

Clement and Jackson streets.

There were six new fire alarm boxes erected during the past year, located and numbered as follows :

67, Hanover and Jephson streets.

72, Covington and Donaldson streets.

73, Fort avenue and entrance to the Dry Dock.

136, Foot of Mill street.

417, Portland and Green streets.

516, Ostend and Warner streets.

Of the new boxes, 72 has given one alarm; 417, five alarms—three of which were for serious fires—and 516, two alarms.

HAYES' PATENT TRUCK.

Since my last report, one of the Hayes' Hook and Ladder Trucks, which I recommended, has been purchased, and placed in service at No. 1 Hook and Ladder Company's house. This truck carries seven ladders, ranging from eight to forty feet in length, and an extension ladder, which is fastened to a turn-table on the forward part of the truck, so that the ladder can be turned in different ways when it is being elevated, to clear the telegraph wires that it might come in contact

with; and in narrow streets it can be thrown from the houses on one side of the street to those on the other side, without taking the ladder down or removing the truck. The ladder can be raised to the height of eighty-five feet—a crank being used for this purpose—it only requiring four men to do it. It can be run up to its full height in less than two minutes. It is also used as a fire escape, to take people from the upper windows of tall buildings, and it has facilities for hoisting lines of hose, so that they can be carried in the windows or on the roofs of high buildings. It has been tested on several occasions, and worked satisfactorily. I would respectfully recommend that another truck of this pattern be procured, and placed in service at No. 2 Hook and Ladder Company, as there are many buildings in the vicinity of their house, the upper stories of which the ladders they now have will not reach, to rescue persons that may be confined there, with no other means of escape; and it is also necessary to carry the hose to the upper windows of tall buildings.

I will again call your attention to the necessity of removing No. 2 Hook and Ladder Company from its present location to one nearer to the valuable property around the Spring Gardens and at Locust Point, as these sections have become, in a great measure, the location of a large number of manufacturing establishments, that need better protection from fire than is now afforded them. No. 2 Hook and Ladder Company, from its present location to Locust Point, is over two miles in distance, and it takes them fifteen minutes to go to this point, where are situated large storehouses, grain

elevators, several lines of steamships, dwelling houses and manufacturing establishments. No. 2 Hook and Ladder Company should be located somewhere in the vicinity of No. 2 Engine Company, as from this location they could run to the valuable property on Eutaw, Liberty, Sharp, Hanover, Charles, German, Lombard and Pratt streets, in three or four minutes, besides being much nearer to the property in the southern section that I mentioned as needing protection. The house which they now occupy, on Paca street, will be a first-rate place for a chemical engine company, as it is in close proximity to many large business houses.

CHEMICAL ENGINES.

I again reiterate what I have said in my reports of the last two years in regard to the urgent necessity of organizing three chemical engine companies as soon as possible. The experience of chemical engines, for extinguishing fires without the use of water, except in the form of vapor, has proved successful wherever they have been tried. In other cities they are used; and where the stores are stocked with goods that are most likely to be damaged by water, they are invaluable. A given amount of chemicals will put out four times as much fire as the same amount of water. When a fire occurs in the roof of a building, (of which we have many,) the advantage of the chemical engines is found to be great; by making a hole in the ceiling below, and putting a stream through it from the chemical engine, the gas ascends and puts out the fire, without doing any damage to the goods or furniture in the rooms below;

and in confined places, such as the hold of a vessel, the carbonic acid gas extinguishes the fire much more readily than water. When large fires occur, the chemical engines are valuable auxiliaries, as they can be stationed at points to which the wind is driving the sparks, to protect property that may be in danger of taking fire from them; and the hose being light, they can be carried on the roofs of buildings by two men. The chemical engines are used in the fire departments of nearly all the principal cities, and the following statements will show in what estimation they are held:

New York city has five chemical engines, and reports they do good service.

Chicago has six, and has used them for ten years; "one-half their fires are extinguished by them."

Cincinnati reports, "have had them in service six years; they do good service, and we heartily recommend them."

New Orleans has five, and states they have been in service five years, "do excellent service, more than forty per cent. of the fires are extinguished by them."

Boston has eight, some of which have been in service seven years, with satisfactory results.

Buffalo has four, "have been in use about six years, and about forty per cent. of the fires are extinguished by them."

Detroit has two, and reports seventy-five per cent. of the fires are put out by them.

Peoria, Ill., has two, and state one-half the fires are extinguished by them.

Springfield, Ohio, has two, and reports "at least one-fourth the fires, and some bad ones, especially in fine dwellings where water would do great damage, have been extinguished by them."

Columbus, Ohio, has one, and from sixty to seventy per cent. of the fires have been put out by the chemicals.

Quebec, Canada, has six, and testify that thousands of dollars have been saved by them.

Not only do the officers of all the Fire Departments heard from endorse the chemical engines and recommend them, but all testify to the absence of complaint that so often follows the excessive use of water in the extinguishment of fires, and the consequent damage to stocks of goods and furniture. It is the opinion of the officers in all large cities, that no Department is thoroughly equipped without the chemical engines. Many fires occur in this city where such an apparatus would more than pay its cost, and serious damage by water would thereby be prevented. At the fire which occurred at No. 51 N. Howard street, on November 16th last, occupied by D. J. Goldenburg, dealer in millinery goods, the loss was \$15,000, one-third of this amount could have been saved if the Department had had chemical engines. The chemical engine can be run at a small expense, as the engine, two horses, and three men constitute the full complement.

INCREASING THE NUMBER OF HOUSEMEN.

I again call your attention to the necessity of increasing the number of permanent men in the companies.

The engine companies, and more especially the hook and ladder companies, are frequently delayed when fires occur during the time the housemen are at their meals; this has been of frequent occurrence during the past year. On October 5th, box 135 came in, at 6:20 P. M., at No. 1 Hook and Ladder Company, there was but one man in the house—*the tillerman*--the hostler being at his supper, an inexperienced person attempted to drive the horses, and when going out, the truck struck the side of the door-frame in making the turn; all the braces that hold the extension ladder were bent, and one of the ladders was broken, which damage necessitated the truck being out of service several days for repairs.

There are nine hours out of the twenty-four when there are but two men in the engine houses, and six hours when there is but one man in the houses of the hook and ladder companies, the other man being at his meals.

During the past year ninety-six alarms of fire have occurred during the meal time of the housemen, as follows: at breakfast hour, thirty-two; at dinner hour, twenty-five; at supper hour, forty-one.

The engine companies cannot go to a fire with less than three men—the hostler to drive the horses in the engine, the engineman to go on the foot-board of the engine to attend to the brake and put fuel in the furnace under the boiler, and the assistant engineman to drive the horses in the hose carriage. The hook and ladder companies cannot go out with less than two men—the hostler and the tillerman, and if this comple-

ment of men are not in the houses, the apparatus must wait until they come, and if they do not pick up enough of the call-men when going to the fire, it causes another delay. There are hundreds of manufacturing establishments in the city where the employees are in the upper stories with but a single stairway, and in case of a fire occurring on the lower floor, escape by the stairway would be cut off, and they could not be rescued until the arrival of the ladders on the hook and ladder truck. The following is a case that occurred during the past year :

On October 28th, at 4:40 P. M., a fire broke out in the basement of a four-story building, on the southwest corner of Howard and Lexington streets; the fourth floor was occupied as a trimming manufactory; the one stairway leading to the fourth floor was cut off by the flames; eighteen girls and four boys were taken from the windows of the fourth-story with the ladders; whereas, if there had been any delay in rescuing them, they would have jumped from the windows or perished in the flames.

Another reason why I recommend an increase in the permanent force of the Department is, that at every fire that occurs during the working hours of the day, that is, from six o'clock, *A. M.*, to seven o'clock, *P. M.*, the companies are delayed in getting into service at fires by there not being men enough present when they arrive at the fire to handle the apparatus—this is notably the case when a serious fire occurs, and a second or general alarm is sounded. The men being at work in different parts of the city, are com-

pelled to run, and when they arrive, are so worn out that they are of little use for some time. This was the case with several companies at the fire which occurred on September 27th, at 11:40 A. M., when the two four-story warehouses, numbers 13 and 15 Camden street, burnt; occupied by Adler Bros., and Stieful & Juhn, manufacturers of oil-cloth clothing. This fire was very threatening to surrounding property, owing to the large quantity of oil which is used in this business, the floors of the building were completely saturated; the fire was confined to the two warehouses. The same trouble was experienced at the fire which occurred on October 27th, at No. 378 West Baltimore street; occupied by Day, Jones & Co., as a collar and trunk factory; eighteen men and boys were in the upper stories, but there being a trap-door leading to the roof, they escaped to the roofs of the adjoining buildings. While the Department is delayed in getting into service, the fire is spreading, and may lead to a great conflagration, such as have occurred in the cities of Chicago, Boston, Portland and other places, destroying property to the amount of many millions of dollars before it burnt itself out, besides causing a serious loss of life.

I would respectfully recommend that the City Council be petitioned to change the ordinance so as to increase the number of housemen to *five* in Engine Companies Nos. 1, 2, 3, 4, 5, 6 and 7; and to four in Engine Companies Nos. 8, 9, 10, 11, 12 and 13; and to five in Hook and Ladder Companies Nos. 1 and 2; and to three in Hook and Ladder Companies 3 and 4. If this is done, when one of the housemen is at his meals, there will always

be enough of men in the house to take the apparatus to the fire and put it in service without delay. This change can be made at a small additional expense by decreasing the number of call-men in the companies and making them permanent members, and it will add greatly to the efficiency of the Department.

FIRE PROTECTION TO THE WATER FRONT.

I desire to call your attention to the need of better protection to the great extent and amount of valuable property along the water front, which is ten miles, and is built up with wharves and piers, on which are erected large warehouses and sheds, many of which are filled with inflammable oils and valuable merchandise; besides which there are many steamboats and other vessels. A great many large fires that occur are close to the water front, and are generally so situated that the streams from the engines cannot be placed to do efficient service. At several large fires that have occurred, material help was rendered to the Department in subduing the fire by the steam tugboat "Convoy," which belongs to the Baltimore and Ohio Railroad Company. It is fitted out with a powerful pump, which is capable of throwing three large streams of water a great distance; and as some protection should be afforded this valuable property, I would recommend that the steam-tug "Baltimore," which belongs to the city, should be fitted out with a pump for fire purposes, similar to the one on the "Convoy," and that the *boat* be placed at the disposal of the Board of Fire Commissioners, as nearly all the large commercial cities have steamboats fitted

up in this way to protect property along the water fronts. The importance of having a boat fitted up to protect property on the water, was forcibly demonstrated at the fire which occurred on the morning of November 28, at the Canton wharves, foot of Chesapeake street. It commenced in a floating grain elevator, and in a short time two floating elevators, two canal boats, two steam yachts, two large covered wharves, and the Russian bark "Vesta" were in flames. The property that was burning being on the water, the engines were in a manner powerless to aid them. The fire spread from one vessel to another, and when their moorings burnt away, they floated out in the stream, and endangered other property at the wharves where they lodged. If it had not been for the aid rendered by the tug "Minnie," which towed out one of the burning elevators from the wharf of Baker & Bros., where it had lodged, there would have been a great destruction of property at this point, as there was stored on this wharf fifteen hundred tons of saltpetre, and a great quantity of other inflammable merchandise.

MANUFACTURING ESTABLISHMENTS.

I desire to call your attention to the urgent necessity of the City Council passing an ordinance, giving authority to the officers of the Department to visit manufacturing establishments, and see that proper means of egress are provided for the employees to escape from the buildings in case of fire. Every building of this kind should be provided with two scuttle holes leading to the roof, one in the front and the other in the rear,

with steps to them; the stairways to be stationary, and the tread of the steps to be not less than four inches; the doors of the scuttle holes to be unfastened every morning before work commences, and not closed until the employees leave the building in the evening. In buildings over three stories in height, and where more than fifty hands are employed, there should be an outside stairway, built of iron, to connect with each story, or a tower, built of brick, in the buildings, with an iron spiral stairway and iron doors to the outlets from the different floors to the tower. Many instances have come under my observation, of buildings four, five and six stories high, where large numbers of hands are employed, principally women and children, where, should a fire occur in the rooms below them, there is no way for them to escape from the building; and if they were not rescued in time they would be compelled to jump from the windows or perish in the flames. I think that the best protection should be afforded those who are compelled to labor in these establishments for a livelihood.

PLACES OF PUBLIC AMUSEMENT.

In view of the terrible calamity that recently befell the city of Vienna, by the burning of the Ring Theatre, where over one thousand lives were lost, and the horrible scenes witnessed at the burning of the theatre in Brooklyn, where two hundred and eighty-four lives were lost, which is still fresh in our memories. By examining statistics in regard to fires that have occurred in theatres and other places of amusement, both in this country and Europe, I find that in nearly every instance

when the fire occurred during the time of the performance, and when the houses were filled with people, there was great sacrifice of human lives. The theatre at Vienna that burnt was recently erected, and fitted up with appliances for putting out fires, having hose and water ready to be used on the stage, and a drop curtain made of sheet iron, to prevent the fire from spreading from the stage (where the fires are most likely to occur) into the auditorium. This is a preventive (the iron curtain) that has not yet come in use in this country; but there was one thing lacking, and that was, in not having trained men, who were accustomed to fighting fire, to use the appliances when the occasion demanded their services. From the account we have received of this fire, it was caused by the upsetting of a lamp which was used in the performance; and if proper parties had been on hand to use the appliances, this terrible calamity would have been averted.

In some of the theatres in this city there are pipes run in from the water mains, with connections for hose, and if there is hose attached, it is very apt to be old and unreliable, likely to burst as soon as the pressure is put on it, and the places to attach the hose blocked up with scenery and other stage property, so that they can not be used. A building may have a great many ways of exit, and wide stairways leading to the front doors, so that it can be emptied in a short time when there is no excitement; but when three or four thousand people are congregated together, and a panic ensues, it is quite different; every one pushes their way towards the street, struggling and crushing each other; some fall

down; others fall over them, and thus the ways of exit are blocked up, and they all become a struggling, frenzied mass, and continue to crush one another until they perish. The scene is indescribable. To guard against such a calamity as I have above described, occurring in this, *our* city, I would recommend that the City Council be urged upon to pass a stringent ordinance, with a heavy penalty for its violation, to compel all owners of theatres or other places of amusement to place fire-alarm boxes in their buildings, to be connected with the central office of the Police and Fire Alarm Telegraph. According to evidence at the inquest in Vienna in regard to the burning of the theatre, it has been elicited that it was twenty-five minutes before the fire brigade arrived; and at the fire in Brooklyn, above referred to, there was also some delay in giving the alarm to the fire department. By having the fire-alarm boxes inside the building, the call can be sent for the department the instant the fire is seen; and as all the boxes are numbered, the call card could be made out for all the hook and ladder companies to answer, so as to have the ladders, if it was necessary, to rescue the people from the windows. Not less than a four-inch pipe should be attached to the street mains, and carried in the buildings, with the following openings: two under the stage—one on each side; two on the stage—one on each side, and two up in the flies—one on each side; the openings to attach the hose on to be two and a half inches, of the fire department standard; the hose to be kept always attached to all the connections, with shut-off nozzles on the pipes, which are attached to the hose, so that the hose can be laid out whenever

the performance is going on, and the water turned on; all the hose on the different openings to be of sufficient length to reach the hose from the opposite side; and two hooks, two axes and two pickaxes shall be kept where they can be seen, under the stage, on the stage and up in the flies; and also, that two fire extinguishers should be kept up in the flies—one on each side—always ready for use; and two half-round knives, with twenty-foot handles, kept on the stage, to pull down the scenery and cut the ropes, in case they should take fire; and whenever a performance is going on, two members of the fire department shall be detailed to each place of amusement, whose duty it shall be to remain on the stage—one alongside the fire-alarm box, which shall be unlocked while the people are in the house, and the other alongside the pipe up in the flies; the men to be paid by the lessees of the building; and that the Board of Fire Commissioners, Chief and Assistant Engineers, and the foreman of the nearest company, shall have access to the building at all times, to see that the appliances are in good condition for extinguishing fires, and always ready for use, and that the men detailed are at their posts. All the doors to such buildings as I have mentioned should be made to open outward.

PUBLIC SCHOOLS, CHURCHES, &c.

I desire to call your attention again to the extraordinary degree of danger to which human life is exposed in case of a fire occurring in buildings where large numbers of people congregate, such as churches, schools and places of amusement, where experience has taught us

a fire is generally accompanied by a panic among those present. To prevent this manifest danger, especially in the case of our public schools, where the children of our households are brought together in vast numbers in buildings two and three stories in height, I would recommend that outside stairways be erected to all the buildings, (some of which have been provided with them in the past year) to come down from the upper stories, as this is the only fire escape which can be safely used at the school houses; and also that each school house be connected by telegraph with the nearest engine or truck house, independent of general alarm system. Several fires have occurred in the school buildings, but all of them were of little consequence, with the exception of the one that occurred at No. 15 Male and Female Grammar School on Carrollton avenue, at 12:12 p. m., November 29. It commenced in the basement, and was caused (as all the other fires that occurred in the school buildings) by the careless manner in which the furnace was built. The heat from the top of the furnace set fire to the woodwork above (the joists and floor.) The flame came out of the basement window, and went up as high as the windows in the story above it. Word was sent to number 8 company, which is located two squares distant, and the alarm sent in. The apparatus promptly arrived, and the fire was extinguished. This shows the importance of the telegraph connection, as above recommended. When the fire occurred, the children had left the second story, and the lower rooms were emptied without an accident. If this fire had occurred a few minutes sooner, when the children, some nine hundred in num-

ber, were in the building, very likely some of them would have been injured, and perhaps many lives lost, as there was no outside stairway to the building, and only one of the stairways could be used, as one of them came down on the side of the building where the flames were coming out of the basement window. I would also recommend that it be made the duty of some competent person to visit all the school houses monthly, when the fires are lighted, to examine the heating apparatus, and see that the woodwork around is properly guarded to prevent it taking fire.

ADDITIONAL COMPANIES NEEDED.

I desire to call the attention of your Honorable Body to the large unprotected portion of the city, lying in the vicinity of Charles-street bridge, and from that point to Harford avenue and John street. Since the building of the bridges over the falls, and the opening of Calvert, St. Paul and North streets, a great number of first-class buildings, principally dwelling houses, have been erected in this section. The nearest companies, Nos. 6 and 7, are situated a great distance from these localities, and have heavy grades to ascend, which necessitates the horses going in a slow gait when dragging the heavy engines, and, when a fire occurs, a great deal of damage is done before their arrival. I would recommend that a house be built, and that a company be organized, with a large-size chemical engine, and located so as to protect the above-described property.

Another section that is in need of better protection from fire is that portion lying west of Stricker and south of Baltimore streets. It is thickly built up to the city boundary with dwelling houses, breweries, slaughter houses, and other valuable property. I would recommend that a house be built in the vicinity of Lombard and Mount streets, and that No. 8 Engine Company be removed from their present location to this point. From No. 8 Engine House, on Mulberry street, to No. 13 Engine House, at the intersection of Fremont street and Myrtle avenue, is but seven blocks distant. The companies that are in the centre of the city are sixteen and eighteen blocks apart. There is very little use for engine companies in this section. Since the building of the high service reservoir, from which it is supplied, the fire-plugs have from sixty to eighty pounds pressure on them; and no fire has occurred in this section during the last three years that has required the service of an engine, the pressure from the fire-plugs being sufficient to extinguish them. The southwestern section that I have mentioned is supplied with water from Druid Lake reservoir, which is elevated two hundred and seventeen feet above tide water, and there are elevations in this section where the fire-plugs are one hundred and seventy-six feet above, and consequently they only have from twenty to thirty pounds pressure, and when a fire occurs the engines are needed to draft the water from the pipes, and force it to the fire. At Mount and Lombard streets, No. 8 Engine Company would be better located to respond to boxes in the centre and southern section of the city than from its present location. After their removal, a chemical

engine company should be organized and located on Mulberry street.

I would also call your attention to the present location of No. 3 Hook and Ladder Company. When this company was organized, in 1871, they were placed in the house on Ann street with No. 5 Engine Company, temporarily, *as it was then said*, but they have remained there ever since. The house is utterly unfit for the accommodation of these two companies, it having but one large door for the apparatus to come out ; and when an alarm of fire occurs from a box they both respond to, one of the companies must wait until the other is out of the house to avoid accidents. *Two companies should never be located in the same house*, as each company is a source of protection to the neighborhood where it is located, and many incipient fires are extinguished by the members going from the houses with their extinguishers without sending in a telegraph alarm, which is a saving to apparatus and horses. No. 3 Hook and Ladder Company should be situated somewhere in the vicinity of Ann and Fayette streets, on top of the hill, and from this location they would be in the centre of the boxes to which they respond, besides giving them a start from the top of the hill in all directions ; and they could better protect the property in the northeastern section than they can from its present location.

TELEGRAPH AND TELEPHONE WIRES.

One of the most serious obstacles the Department has to contend with in the performance of its duty is the obstruction that is met with, when ladders are required,

by the net-work of telegraph wires that are run above ground in the business portion of the city. It is almost impossible to raise any of the large ladders in case of a fire occurring where these obstructions are, and much valuable time is lost. Some remedy against these obstructions is a pressing necessity, and I would most respectfully recommend that steps should be taken to devise a system of laying the wires under ground, especially in the business streets.

DISABLED AND SUPERANNUATED FIREMEN.

The Legislature some time ago passed an enabling Act to give authority to the City Council to appropriate a sum of money to pension off disabled and superannuated firemen. There are several members of the Department who have been injured to such an extent as to prevent them from pursuing any vocation to gain a livelihood, and it would be unfeeling to turn off these men with no means of support. To obviate this, the companies of which these men are members, run one man short, and the disabled man gets his pay, although by so doing each company is crippled to the extent of one man. I would recommend that the City Council be petitioned to appropriate a sum of money sufficient to pension off these members, so that their places can be filled by efficient men.

IRON SHUTTERS.

I would also recommend that the City Council be petitioned to pass an ordinance, compelling all iron

shutters to be so arranged above the first story of buildings, (there is an ordinance to this effect in New York, Boston and Chicago) so that they can be opened from the outside. Iron shutters, with iron-bar fasteners, should never be placed on buildings above the first story, as there is no way of getting in the buildings they are on, except by digging out the brick work. They also impair the success of the Department. Several fires have occurred where the firemen were delayed, and the fire gained considerable headway, on account of the time consumed in forcing a way to the burning portion of the building. They are placed on buildings as a protection against fires that occur in adjoining buildings, and if the shutters of one window of each story were left open, it would be the duty of the firemen to close them if there was any danger of fire getting in the building; but when a fire takes place in the upper stories of a building that has iron shutters on the windows, there is no way of discovering it until it has forced its way to the outside of the building, or the shutters become red hot; whereas if the shutters were left open the fire could be detected more readily, and often suppressed with slight loss.

PARADE.

The annual parade of the Department took place on October 10, during the Oriole celebration. It was also participated in by the Police Department, Military, Grand Army of the Republic, and other organizations. The members, apparatus and horses, made a creditable appearance, as all the apparatus had been thoroughly done up for the occasion.

CONCLUSION.

I am greatly indebted to the officers and members of the police force for their timely assistance at fires, finding them ready to lend a helping hand at all times. In conclusion, I desire to return heartfelt thanks to all officers and members of the Department for their cheerful co-operation, and efforts on the part of each to bring the Department to a degree of perfection and efficiency, by which we will merit the esteem and confidence of the community.

I also extend many thanks to the individual members of your board, for your encouragement and support, without which it would have been impossible to have performed the duties of my office.

Respectfully submitted,

JOHN M. HENNICK,

Chief Engineer.

TABLES.

TABLE A,

*Showing Number of Alarms monthly for twelve months
ending December 31, 1881.*

Month.	Silent.	Box.	Total.
January.....	10.....	22.....	32
February.. ..	19.....	16.....	35
March.....	12.....	15.....	27
April.....	4.....	19.....	23
May.....	9.....	18	27
June.....	5.....	14.....	19
July.....	15	10..	25
August.....	2.....	14.....	16
September.....	7.....	16.....	23
October.....	7.....	24	31
November.....	13.....	20.....	33
December.	11.....	22.....	33
Totals.....	<hr/> 114	<hr/> 210	<hr/> 324

TABLE B,

*Showing Number of Box Alarms by Districts for
twelve months ending December 31, 1881.*

Month.	East of Calvert.	West of Calvert.	Total.
January.....	12.....	10.....	22
February.....	6.....	10.....	16
March.....	8.....	7.....	15
April.....	8.....	11.....	19
May.....	12.....	6.....	18
June... ..	6.....	8.....	14
July.....	8.....	2.....	10
August.....	7.....	7.....	14
September.....	3.....	13.....	16
October.	9.....	15.....	24
November.....	4.....	16.....	20
December.....	6.....	16.....	22
	<hr/> 89	<hr/> 121	<hr/> 210

TABLE C,

*Showing the days of the week, and number of alarms
received on each, for twelve months ending
December 31, 1881.*

Sunday.....	18
Monday.....	29
Tuesday.....	27
Wednesday.....	35
Thursday.....	34
Friday..	32
Saturday.....	35
<hr/>	
Total.....	210

The largest number of alarms received on any one day tallies with January 1—Saturday—and September 27—Tuesday—four (4) alarms being received on each of those days.

FIRE RECORD.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1881.

DATE.	Box.	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINE COMPANIES IN SERVICE.	Fire & Life Service.	STYLE OF BUILDINGS.	REMARKS.
January. Saturday	1 153	1.15	.....	263 S. Caroline street	Hy. Lange Bro.	& Kindling wood mill.	3, 4, 5, 9, 11	1, 3	Two-story frame	Loss \$875; furnace setting fire to wood work.
"	1 102	2.08	.....	Swan's wharf, foot of Fell street.	Robert Turner & Sons.	Guano works.	.....	1	One-story frame.	Loss \$40; heat from boiler; extinguish- ers used only.
"	1 426	3.06	.....	793 West Baltimore street.	David Holtze.	Tailor store & dwelling.	& 3	2	Three-story brick	Loss \$3,000; over- heat'd stove setting fire to wood work; plugs frozen; some- time thawing.
"	1 56	.....	6.06	17 Peach alley.	Hy. Wagner.	Dwelling.	2	.....	Two-story brick.	Loss \$100; clothing and furniture; children playing with matches; ex- tinguishers used only.
Sunday	2 161	.....	9.33	312 Aliccanna street.	Hy. Ebert.	Jewelry store and dwelling	.....	3	Three-story brick	Loss \$30; wind blow- ing clothing against a lighted lamp; ex- tinguishers used only. Box 8 was struck out, and com- panies responded.
Monday	3	1 03	.....	False alarm.	.....	.....	.....	.....	.....	Turned in on account of smoke issuing

Monday	332	5.45	John street, nr North	Unoccupied.	Old ruined dwelling.	1	One-story frame.	from the Herald build'g, North and Baltimore streets. Loss \$20; accidentally fired by tramps who were lodging in the building; extinguishers used only.
Tuesday	4236	5.22	4 Castle street.	T. Wendiche.	Grocery and dwelling.	3	Two-story brick.	Loss \$750; explosion of a coal oil lamp; stock destroyed and house badly damaged.
"	434	5.57	248 N. Calvert street.	A. T. Leftwich.	Dwelling.	7	Four-story brick.	Loss \$100; heat from fireplace sett'ng fire to woodwork under hearth; extinguishers used only.
Wedn'y	5531	12.55	Sterrett and St. Peter streets.	Wm. Heinekamp	Piano manu- factory.	2, 8, 10, 13	Five-story brick.	Loss \$790; stovepipe setting fire to wood work; extinguishers used only.
Thurs'y	6262	9.57	522 North Gay street	Salome Marsh.	Paint store and dwelling.	9	Three-story brick.	Loss \$75; defective flue; extinguishers used only.
"	641	6.28	52 Saratoga street.	Mrs. S. Martin.	Dwelling.	9	Two-story brick.	Loss \$100; bed on fire; cause unknown; extinguishers used.
Saturd'y	8216	1.44	89 N. Central avenue.	Balantine Wright	Dwelling.	9	Three-story brick.	Loss \$136; clothing in second-story cupboard; caused by sparks from a candle carried by Mrs.

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DATE.	Box.	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINES IN SERVICE	H & L IN SERVICE.	STYLE OF BUILDINGS.	REMARKS.
Saturday 8 135		8.00	Taylor's wharf. (drawbridge.)	Ferry Company.	Boat house.	.....	1	One-story frame.	Wright; extinguishers used only. Loss \$20; overheated stove setting fire to wood work; extinguishers used only.
Thurs'y 13 39		8.38	440 Vincent alley.	Peter Murphy, colored.	Dwelling	.....	4	Two-story and attic brick.	Loss \$50; roof partly burnt off; overheated stove pipe; extinguishers used only.
" 13 216		5.47	Rear 124 and 126 Alsmith street.	Seeler & Hebrauch.	Furniture Factory.		1	Four-story brick.	Loss \$100; caused by a can of benzine being dropped on the floor in front of furnace.
Satur'y 15 621		5.24	Foot of Cross street.	American Butter Manufacturing Co	Manufactory.	1, 2, 12	2	Four-story brick.	Loss \$7,066.51; overheated steam pipe setting fire to rags drying over it.
Monday 17 135		8.25	N. E. corner Wills and Philpot.	J. J. Lacy & Co.	Iron Foundry.	2, 3, 4, 5	1, 3	Two-story brick.	Loss \$4,000; heat from castings setting fire to wood work.
Thurs'y 20 171		2.02	N. E. cor. Alicemna and Washington	Anton Weiskittle & Son.	Iron Foundry.	3, 5, 9, 11	3	One and two-story brick.	Loss \$1,000; hot iron setting fire to flasks

Satur'y 22 424	7 55 57 N. Fremont street.	J. A. Miller.	Dwelling.	8	2	Three-story brick. Loss \$300; clothing in a wardrobe taking fire from a lamp; front room, second story; extinguishers used only.	and extending to wood work of bld'g; skylight and centre burnt off.
Wedn'y 26 32	11 35 Moore street and McClellan alley.	Wm. Brush.	Carpenter's shop.	7	4	Two-story brick. Loss \$400; cause unknown.	
Sunday 30 315 ...	6 29 100 St. Paul street.	Chas. A. Carroll.	Dwelling.	.....	4	Three-story brick. Loss \$100; heat from fire-place setting fire to wood work; extinguishers used only.	
February.							
Thurs'y 3 48 12 56	Rear 266 and 268 Frederick avenue, B. C.	Mrs. C. Silbersen, Charles Voght.	Butcheries.	10, 13	2	Three one-story. Meat falling in smoke house fire; loss two-story brick \$1,011.66.	
Friday 4 123	12 52 93 Smith's wharf.	Jno. D. Berry.	Cotton storage warehouse.	3, 4, 6	1, 3	Three-story brick. Loose cotton on first floor taking fire from stove; loss \$2,000; fire confined to first and third floor.	
Satur'y 5 434	8 10 Pratt street, near Carey.	Balto. and R. R. Co.	Foundry.	.....	2	Two-story brick. No damage; spontaneous combustion of greasy waste.	
" 5 417	9 10 359 and 361 W. Pratt	D. Coyle & Bro.	Marble and Slate Mantels.	1, 2, 4, 7, 8, 10 2		One and two-story brick and frame.	Loss \$1,696.82; heat from stove in drying room setting fire to wood work.

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Sunday 6	415	11 15	Southwest corner of Eutaw and Bal- more streets.	Baron & Co.	Manufacturers of cigars and cigarettes.	1, 2, 4, 7, 8, 10	1, 2	Five-story iron front.	Loss \$13,517; cause unknown; fire on fourth floor.
"	6262	12 22	347 N. Broadway.	Dr. W. W. White	Dwelling.	9	3	Three-story brick	Loss \$105; children playing with matches; extin- guishers used only.
Tuesday 8	415	9 59	381 W. Baltimore st.	Joshua Robinson	Stoves and tin ware.	7	1, 2	Four-story brick	Loss \$50; candle dropping in a pile of shavings and hay in cellar; propriet'r hunting for a leaky water pipe.
Sunday 13	251	2 55	Chew and Sterling.	M. T. Horner & Co.	Dealers in rags, 3, 4, 5, 6, 7, 1, 2, 4 and paper 8, 9	3, 4, 5, 6, 7, 1, 2, 4 8, 9	2, 4	Two three-story brick. One four story brick	Loss \$22,375; com- bustion of greasy rags and paper.
"	13 34	5 15	188 N. Charles street	Hon. F. C. La- trobe, Mayor.	Dwelling.	.....	4	Three-story brick	Loss \$25; heat from furnace setting fire to floor, mantel and sofa; extinguishers used only.
Monday 14	452	4 39	691 Saratoga street.	R. Thurston.	Dwelling.	3	1, 3	Three-story brick	Loss \$18; children playing with matches; clothing burnt; extinguishers used only.

Tuesd'y 15	251	10.25	.....	29 Neighbor street.	E. W. Cousin.	Dwelling.	6	1	Two-story brick. Loss \$15; children playing with matches; extinguishers used only.
Thurs'y 17	219	9.20	.....	7 W. Baltimore street	T. Wetherwax.	Dwelling.	.....	1	Three-story brick. Loss \$50; burning of a bed in second-story; extinguishers used only.
Friday 18	353	.....	7.45	187 Mt. Royal avenue	W. C. Brackenhough.	Dwelling.	.....	2	Three-story brick. Loss \$60; explosion of a coal oil lamp; extinguishers used only.
Thurs'y 24	232	.....	3.33	35 N. Bond street.	J. W. Moran.	Dwelling.	9	1, 3	Three-story brick. Loss \$240; defective flue; extinguishers used only.
Satur'y 26	5	.....	10.34	N. W. Cor. Light and German.	Bank.	Traders Nat'l.	4	1, 2	Three-story brick. Loss \$75; waste paper in cellar burning, melted connection to gas meter, blowing a hole through floor.
Monday 28	426	9.26	.....	1 N. Carey street.	Mrs. Zimmermann	Boardi'g house	8	2	Four-story brick. Loss \$65; defective flue; extinguishers used only.
March.									
Thurs'y 3	316	.....	7.06	Holliday near Centre	H. McShane & Co.	Bell and brass foundry.	.....	1	Two-story brick. Loss \$20; stove upset and burnt floor; extinguishers used only.
Friday 4	25	3.04	.....	North street, between Biddle and John.	Pearl Hominy Co	Mills.	6, 7, 9	1, 4	Five-story stone and brick. Loss \$52,442.35; cause unknown.
"	4341	.....	8.20	.....	.....	.....	7	4	Rekindling of same fire.
"	4414	9.21	8 N. Howard street.	Holloway & Co.	Tobacco and cigars.	2	Four-story brick. Loss \$25; cigar stump thrown in a wooden

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Monday 7	26	12.44	376 N. Gay street.	A. K. Wiscot.	Restaurant.	6	1	Three-story brick	spittoon; extinguishers used.
" 7	45	9.08	477 Franklin street.	W. Jamison.	Dwelling.	8	.....	Three-story brick	Loss \$425; counter burnt; extinguishers used only.
Tuesday 8	27	3.43	221 and 223 N. Dallas street.	George Shandee.	Dwelling.	9	3	Two-story brick.	Loss \$10; defective flue Loss \$300; children playing with matches.
Wedn'y 16	28	6.05	Gay street extended.	George Hubner.	Hay Packers.	9	3	One-story frame.	Loss \$1,500; parties smoking in stable.
Friday 18	43	5.30	262 W. Lombard st.	Jno. Rosenstock.	Dwelling.	.....	2	Three-story brick	Loss \$504.44; furniture burnt; extinguishers used only; cause, supposed incendiary.
" 18	13	.....	10.27 Foot of Mill street.	A. L. Huggins.	Tug Camille.	.....	1	.....	Heat from boiler setting fire to wood work; loss \$300; extinguishers used only.
Monday 21	521	1.35	17 Camden street.	S. Edwards. J. Boykin Lee.	Flour and Feed store.	1, 2, 4, 7	1, 2	Three-story brick	Loss \$2,158.34; cigars thrown amongst lot of old bags
Thurs'y 24	312	.....	6.27 58 N. Liberty street.	Dr. H. Starr.	Dwelling.	.....	2	Three-story brick	No loss; chimney; extinguishers used only.

ri day	25 212	6.56	.....	Baltimore street bridge.	Kernan and Bro. Opera House.	3, 4, 6	1, 2	Four-story and mansard.	Loss \$1 187.37; second alarm 7.01 p. m.; fire on first floor and bar room in basement; over- heated furnace.
Satur'y	26 161	4.11	.....	255 and 257 Canton avenue.	A. Kuerdson. Dwellings.	5, 11	3	Three-story brick	Loss \$400; sparks from locomotive setting fire to roofs.
Friday	25 21	.....	9.38	39 N. Gay street.	Hetty Cole. Paper hanger.	4	1, 2	Four-story brick	Loss \$471; defective flue.
April. Friday	1 531	11.55	.....	166 S. Fremont street.	M. Mathune. Restaurant and dwelling.	2	2	Three-story brick	Loss \$60; defective flue.
Satur'y	2 621	1.39	...	York street, between William and John- son.	Baltimore Smelt- ing Co.	2	2	Two-story frame	Loss \$100; sparks from furnace set- ting fire to roof.
Friday	1 65	.....	11.22	Wells street, near Charles.	Peter Schram. Stable.	12	2	Two-story frame.	Loss \$176.50; sparks from a pass'g loco- motive.
Monday	5 162	.....	10.05	Foot of Wolfe street.	Jas. Brown. Tug Minnie Maytham.	5, 11	3	.....	Loss \$560; heat from boiler setting fire to wood work.
Wed'n'y	6 513	8.12	.....	S. W. corner Sharp and Lombard.	Thos. Shanks. Machine shop.	2	2	Four-story brick.	Loss \$10; sparks from smoke stack setting fire to roof; extin- guishers used only.
Thurs'y	7 48	7.34	.....	Wilkins avenue, be- tween Baltimore street and Frede- rick avenue, B. C.	Charles G. Blum- hardt. Dwelling and slaughter house.	2, 8, 10, 13	1, 2	Two two-story frame. One three-story brick. One four-story brick.	Loss \$20,428; second alarm 7.47 a. m.; heat from boiler setting fire to wood work.
"	7 315	11.08	41 Mt. Vernon Place	T. R. Clendenin. Dwelling.	4	Four-story brick.	Loss \$15; sparks from candle setting fire-

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Friday 8 251	8 32	200 E. Eager street.	Jno. Aul.	Restaurant and Dwelling.	6, 9	1	Four-story brick.	to clothing; extinguishers used only. Loss \$125; children playing with matches; extinguishers used only.
" 8 253	.....	10 54	489 Harford avenue.	H. A. Theimeyer.	Dwelling	6, 9	4	Three-story brick	Loss \$631.85; stove pipe running thro' floor.
Wed'n'y 13 413	8 59	.....	8 N. Liberty street. Cowpen alley.	A. Anchers.	Restaurant and Dwelling.	.....	3	Three-story brick	Loss \$10; explosion of a coal-oil lamp; extinguishers used only.
" 20 251	4 55	.....	Eager and Aisquith.	J. Houcken.	Dwelling.	6	1	Three-story brick	Loss \$275; counter burnt.
" 20 251	.....	8 37	Greenmount avenue, near Madison.	Jno. Waltz.	Iron Foundry.	6	1	Two-story brick.	Loss \$50; castings set'g fire to flasks; extinguishers used only.
Friday 22 212	.....	8 21	31 N Frederick street	Rosendale & Co.	Furniture Factory.	.....	1	Four-story brick.	Loss \$10; heat from boiler setting fire to lumber piled on top of brick work over boiler; fire extinguishers used only.

Satur'y 24 213	3.34	... Potters alley.	Mrs Stevens, colored.	Dwelling.	6	1	One-story frame. Loss \$10; hot ashes thrown amongst rubbish under shed in yard; extinguishers used only.
Monday 25 516	8.44	..... Foot Ridgely street.	Conrad Seifert.	Dwelling.	.....	3	Two-story frame. Loss \$10; overheated stove pipe running thro' ceiling; fire extinguishers used only.
Tues'd'y 26 417	.....	5.07 Rear 34 Columbia ave	Unoccupied.	Dwelling.	10	2	Two-story brick. Loss \$75; spontaneous; fire extinguishers used only.
Wedn'y 27 153	8.45	..... 271 S Bond street, (rear of.)	M. Kronhart.	Shed.	.....	3	One-story frame. Loss \$20; children playing with matches; extinguishers used only.
Thurs'y 28 417	5.03	..... Portland and Greene	T. C. Cannon.	Grocery and dwelling.	and 10	2	Three-story brick. Loss \$525; cause unknown; extinguishers used only.
Friday 29 426	.....	12.05 828 W. Baltimore st.	G. H. Hutton.	Confectionery and dwelling.	8	2	Three-story brick. Loss \$10; defective flue setting fire to roofing timbers.
May. Monday 2 251	10.45	..... Aisquith near Eager.	Sisters of Mercy.	House of our Lady, (sch'l.)	9	.....	Five-story brick. Loss \$60; upsetting of a coal-oil lamp setting fire to drapey around alter and burning out one of the window frames.
" 2 164	1.26 101 S. Chappel street	Mary Herr.	Dwelling.	3	Two-story brick. Loss \$25; bed and furniture in second story; ashes from a pipe setting fire to

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Thurs'd'y 5	23	8.44	57 N. Spring street.	Mrs. Schiller.	Dwelling.	6	1	Two-story brick	a bed; extinguish- ers used only. Loss \$150; supposed incendiary; bed and wardrobe destroy'd and house slightly damaged.
Tuesd'y 10	153	.....	1.33	116 Eastern avenue.	W. Bowman.	Cooper shop.	5	3	One-story frame.	Loss \$50; sparks from a chimney setting fire to a lot of bags drying on roof.
" 10	431	.....	8.55	465 W. Pratt street.	Sam'l Ridgeway. Bailey Bros.	Manufacturer of wooden safes. Manufacturers of sash and doors.	..... 2	2	Four-story brick	Loss \$15; shavings and wood work over boiler taking fire from heat of boiler; extinguish- ers used only.
Wed'n'y 11	021	10.57	.....	Rear of Cross and Covington streets.	Jno. Rossmark. W. Shinner.	Stables and bath-room. Ship yard.	2, 12	2	Two-story frame	Loss \$450; children playing with fire in the stable; sparks set fire to pile of shavings and tim- ber in ship yard.
Sunday 15	171	.....	8.30	385 Canton avenue.	Jno. Bowers.	Bakery.	..... 3	3	Three-story brick	Loss none; foul chim- ney.
Monday 16	514	.....	12.58	44 King street.	Mrs R Taylor.	Dwelling.	.....	.....	Three-story brick	Loss none; foul chim- ney.

Monday 16	213	.....	5.38	111 High street	S. Lewis.	Hotel.	.....	1	Four-story brick	Loss none; foul chimney.
Wed'n'y 18	432	3.58	.....	505 W. Pratt street.	S. Smith & Co.	Tin Can Manu- factory.	10	2	Two-story brick.	Loss \$20; cause unknown.
Monday 26	123	.....	10.07	S. W. Cor Gay and Lombard streets	Thos. G. Lurman and others.	Offices.	3	1	Five-story brick.	Loss \$421; cause unknown.
Thurs'y 26	127	3.04	.....	Spears' Wharf.	W. H. Perot.	Brig Potomac.	3, 4, 6	1, 3	.....	Loss \$1,500; cause unknown.
Friday 27	621	....	7.45	Foot Cross street.	R. W. L. Rasin & Co.	Fertilizers.	12	2	One and two- story frame.	Loss \$10; explosion of a coal oil lamp.
Satur'y 28	24	...	12.08	37 E. Madison street.	W. G. Gobright.	Dwelling.	.....	1	Three-story brick.	Loss none; fire extinguishers used only.
Sunday 29	31	.....	10.40	81 Gravel alley.	Maria Johnston, colored.	Dwelling.	.....	1	Three-story brick.	Loss \$10; woman going into a cupboard with a lighted candle; fire extinguishers used only.
"	29 425	.....	10.48	612 W. Baltimore st.	Mrs. E. Bean.	Dwelling.	8	2	Three-story brick.	Loss \$200; stove pipe through floor; fire extinguishers used only.
Monday 30	172	4.48	...	Patterson Park.	Baltimore City.	Boat House and stable.	5, 11	3	Two-story brick	Loss \$800; spontaneous combustion of greasy rags.
Tuesd'y 31	24	3.32	.....	Rear 139 N. High st.	Welcome White.	Bakery.	6	1	Two-story brick	Loss \$75; heat from a bake oven setting fire to rubbish in room above.
June.										
Wed'n'y 1	23	3.53	130 N. Central avenue	Mrs. Clara Davis.	Board'g House	3, 6	1	Three-story brick	Loss \$400; sparks from a tinner's fire pot setting fire to roof; extinguishers used only.

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		A. M.	P. M.							
Wedn'y	1316	8.40	34 Mt. Vernon Place.	Jno. Stewart.	Dwelling.	Four-story brick.	Loss \$150; lace curtains taking fire from a gas jet.
Friday	3 65	.....	1.37	Foot Leadenhall st.	Coal Tar Co.	Manufactory.	2, 12	.....	One-story frame	Loss \$15; overboiling of a tar still.
"	3 42	.....	1.58	6 and 8 N. Paca st.	W. H. Super & Bro.	Curers of meat.	1	4	Three-story brick	Loss \$100; sparks from a candle.
"	10 621	11.22	.....	Covington near Clement.	Elliott & Sons.	Iron Works.	2 12,	2	.....	Loss \$200; top of charcoal tier falling in.
Satur'y	11 26	.....	9.55	Smith and Stockton.	Henry Gumpman.	Hay Packers.	8, 13	2	Two-story brick.	Loss \$600; fire amongst 3 tons hay; cause unknown.
Wedn'y	15 15	2 25	.....	186 S. Bond street.	Geo. Schulthies.	Cabinet maker.	3, 5, 11	3	One three-story brick; two two-story frame.	Loss \$2,520.86; supposed incendiary.
Thurs'y	16 53	3.02	.....	184 S. Bond street.	L. Friede & Sons	Dry Goods.	.....	.....	Three-story brick and several frames.	Loss \$75,000; spontaneous combustion of linseed oil; companies went to city limits and returned.
Satur'y	25 14	.....	3.22	S. E. Cor. Front and Plowman streets.	H. Noble & Co	Plastic Roofing.	3, 4, 5, 6	1, 2	Two-story brick. and frame.	Loss \$1,280; overboiling of a pitch kettle.
Monday	27 14	.....	7.26	President and Pratt.	Pomplitz & Co.	Organ Manufactory.	.....	.....	Four-story brick.	Loss none; smoke seen issuing from building.

Wed'n'y 29	3	.....	Garrison lane, Baltimore county.	Adler & Mulhau- ser.	Brewery.	8	.....	Three-story brick and frame.	Loss \$4848; no plug- water for engine; extinguishers used only.
" 29	236	.....	3.49 Rear 174 Fairmount avenue.	Adams Appel. W. Carl.	Dwelling. Dwelling. Butcher.	.....	3	One-story frame	Loss \$30; lighted cigar thrown in a wagon of hay under a shed.
Thurs'y 30	18	.....	1.04 Patuxent and Dillon	Chas. Truesch.	Oakum Fact'y.	.....	3	Three-story brick	Loss \$15; Oakum taking fire from sparks from a stack; extinguishers used only.
" 30	414	.....	11.15 S. E. Howard and Baltimore.	Darby & Co.	Confectioners.	.....	3	Four-story iron front.	Loss \$30; sparks from a furnace fall- ing on the floor; extinguishers used only.
" 30	62	.....	11.32 S. E. Cor. Cross and William streets.	August Meredith	Dwelling	12	.....	Two-story brick.	Loss \$75; explosion of a coal oil lamp; extinguishers used only.
July. Sunday 3	251	.....	9.25 Eager and Ensor sts.	.....	.....	.....	.....	.....	Fire works; Greek fire; no loss on street.
Tuesd'y 5	253	2.11	.....	York Road, B. C.	F. Ballard.	.....	.....	Two three-story frame	Loss \$16000; original- ed in the paint shop
Satur'y 9	312	5.07	.....	3 Clay street.	J. S. Hogg.	.....	2	Three-story brick	Loss \$30; lighted match or cigar thrown on third floor; extinguishers used only.
Monday 11	212	8.58 2 W. Baltimore street	Saylor & Scarbo- rough.	Carpet store.	3, 4.	1	Three-story brick	Loss \$266.33; cause, sportacons com-

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Friday 15	27	6.19 Rear 1 and 3 N. Wolfe.	J. Robinson.	Stable.	9	One-story frame.	bustion of rags; extinguishers used only. Loss \$50; children playing with fire; extinguishers used only.
Tuesday 19	516	1.00	..... Russell and Ostend.	Jno. Biehmler. Hy. Fisher.	Dwellings and Stables.	1, 2, 8, 10	2	One two-story brick dwelling; two two-story frame	Loss \$800; stables destroyed; 4 horses, 1 wagon, 1 cart, 3 sets harness; caused by a lighted candle left burning in stable.
"	26	23 12.58	..... 210, 212, 214 E. Fayette street.	Cassard Bros. & Co.	Pork Packers and Lard Refiners.	2, 3, 4, 5, 6, 7, 1, 3, 9, 13	3	Four-story brick.	Loss \$104,408.03; fire originated in Cassard Bros. & Co., which was destroyed; Black & Krebs had upper story damaged; dwellings had wood work on fronts burnt from intense heat; second alarm sounded 1 05 a. m.;
			56 N. Caroline street.	Black & Krebs.	Dwelling			Four-story brick.	
			216 E. Fayette street	Capt. C. Brown.				Three-story brick	
			207 " "	Fred. Ostenburg.				Two-story brick.	
			219 " "	C. Burger.	"			"	
			221 " "	D. Thompson.	"			"	
			223 " "	G. Beard.	"			"	
			225 " "	P. A. Smith.	"			"	
			227 " "	G. Williams.	"			"	
			229 " "	J. W. Mitchell.	"			"	
			231 " "	Mary Hill.	"			"	

Tues'd'y 26	28	.....	233	"	Geo. Kunkle.	"	"	"	cause unknown.
Friday 29	31	.....	235	"	Jno. Sohn.	"	"	"	"
			237	"	Susan Thomas.	"	"	"	"
			239	"	Conrad Eckle.	"	"	"	"
			243	"	M. A. Fields.	"	"	"	"
			214	Belair avenue.	Otto Beck.	"	9	1	Three-story brick Loss \$600; defective flue.
Friday 29	31	.....	819	82 North street.	James Williams.	Basement; junk store.	.....	.....	Three-story brick Loss \$25; spontaneous combustion of rags in a box.
Sunday 31	172	915	..	54 S. Collington ave.	J. B. Dashields.	Dry Goods store & dwell.	.....	3	Two-story brick. Loss \$326; cause unknown; extinguishers used only.
August. Satur'y	6135	.....	350	W. Falls avenue, near Drawbridge.	Timothy Ryan.	Lime kiln sh'ds	.....	1, 3	One-story frame. Loss \$20; sparks fr'm fire under kiln; extinguishers used only.
"	6425	.....	605	694 W. Baltimore st.	A Meinkers.	Saloon and dwelling.	.....	.....	Three-story brick Loss \$305; a person going into a cupboard with a light'd candle; extinguishers used only.
Friday 12	151	.....	548	211 E. Baltimore st.	Mrs. Bean.	Dwelling.	.....	1, 3	Three-story brick Loss \$10; sparks from chimney sett'g fire to roof; extinguishers used.
Satur'y 13	342	620	.....	95 Greenmount avenue, running thro' to McKim street.	Fred. Walport & Co.	Husk warehouse.	1, 3, 5, 6, 7, 8, 9, 11	1, 2, 4	Two and three-story brick. Loss \$10,007.50; cause unknown.
"	13621	426	Cross and Covington streets.	R. W. L. Rasin & Co.	Fertilizers.	12	One-story frame. Loss \$15; explosion of a coal oil lamp; extinguishers used only.

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Satur'y 13	236	9.30 2 Maderia alley.	Caroline Shafer.	Dwelling.	Two-story brick.	Loss \$15; explosion of a coal oil lamp.
Sunday 14	5	11 07	..... S. W. Corner Light and Lombard.	L. H. Cole & Co.	Fruits and candies.	1, 2, 3, 4, 6, 7, 1, 2	2	Four-story brick	Loss \$7,849 08; spontaneous combust'n of corn starch.
Monday 15	151	.....	3.30 211 E. Baltimore st.	Mrs. Bean.	Dwelling.	.....	3	Three-story brick	Loss \$25; sparks from stove pipe above roof; bed in third-story and part of roof; extinguishers used only.
Tuesd'y 16	417	.....	7.47 1 and 3 Portland st.	W. Reisinger & Son.	Furniture, stoves, &c.	1, 2, 8, 10	1, 4	Three-story brick	Loss \$1,354.15; cause unknown.
Wedn'y 24	25	3.26	..... 95 Greenmount ave.	F. Walpert & Co.	Husk warehouse.	9	4	Two-story brick	Loss none; rekindling of fire of 13th.
Thurs'y 25	214	2.52	..... 68 E. Baltimore street	H. Chatterton.	Grocery and dwelling.	3, 4, 6	1, 3	Three-story brick	Loss \$306; cause unknown.
Friday 26	322	.....	10.52 300 Hoffman street.	Walter Bowers.	Junk shop, carriage house and stable.	1, 7, 8, 13	2, 4	One and two-story frame and brick	Loss \$1,600; cause unknown; second alarm 11.05 p. m.
Wedn'y 31	41	1.00	..... N. Charles street, Masonic Temple.	P. Hanson Hiss & Co.	Lumber storage.	4	1	Frame fence and shed.	Loss \$5; spontaneous combust'n of greasy rags; extinguishers used only.
" 31	363	.....	2.11 220 N. Fremont street	W. S. Miller.	Coal yard fences	8	.....	.....	Loss none; boys playing with fire; extinguishers used only.

September Wedn'y 7	41	2.19	.....	54 N. Charles street, N. W. Cor. Barnet.	J. Fugle & Co.	Cloaks & Dress Goods, first floor.	3	1, 2	Three-story brick	Loss \$13.25; fire on second floor; extin- guishers used only; cause, spontaneous explosion of chemi- cals.
"	7 426	9.08	.....	527 W. Lombard St.	W. A. Cox.	Photograph Gallery, sec- ond floor.	8, 10	3	Two-story brick.	Loss \$250; sparks from chimney fly- ing in the open door and sett'g fire to hay; second story destroyed.
"	7 141	.....	4.58	President street and Canton avenue.	Otto Duker & Co.	Planing Mill.	3	1	Three-story brick and frame.	Loss \$10; sparks from stack falling in the ventilator and set- ting fire to shav'ngs
Thurs'y	8 324	6.06	.....	271 W. Madison St.	J. J. Arnistead.	Dwelling.	.....	.....	Three-story brick	Loss \$50; heat from furnace setting fire to wood work, first floor back building
Friday	9 39	10.43	.....	Butchers' lane, Penn- sylvania ave. and Boundary.	Charles Andrew	Laugher- house.	13	1	Two and three- story brick.	Loss \$1,600; men smoking in stable.
Satur'y	10 72	3.39	....	Covington, near Don- aldson.	Horner & Bro.	Ice-house, sta- ble.	12	.....	One and two- story frame.	Loss \$200; gasoline tank struck by lightning.
"	10 232	.....	8.55	43 Jackson square.	R. Robbins.	Phosphatic Works.	.....	1, 3	Three-story brick	Loss \$80; slight fire in third story; lighted match thrown on a lounge; extinguish- ers used only.
Thurs'y	15 523	.....	4.31	164 Conway street.	Jno. Nickerman.	Dwelling.	.....	2, 4	Two-story and attic brick.	Loss \$144.96; sparks from an adjoining

Record of Fires and Alarms for the year ending December 31, 1881.

DATE.	Hour		LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINE COMPANIES IN SERVICE.	L. S. IN SERVICE.	STYLE OF BUILDINGS.	REMARKS.
	Box.	A. M. P. M.							
Satur'y 17	27	.....	7.10 79 Milliman street.	Anton Shuner.	Dwelling.	9	3	Two-story brick.	stack; fire on roof; extinguishers used only Loss \$1,100; explosion of a coal-oil lamp.
Tuesd'y 27	64	1.30	648 Light street.	J. Clarity.	Dwelling.	12	.....	Three-story brick	Loss \$50; person going in a cupboard with a light'd lamp; fire extinguishers used only.
" 27	56	2.40	Rear of 351 and 353 S. Sharp street.	T. Smith. Jno. Long.	Dwelling.	3	.....	One-story brick.	Loss \$500; sparks from a chimney setting fire to a roof; fire extinguishers used only.
" 27	521.	11.29	11½ Camden street.	Jno. S. Minsky, 1st floor. Henry Marcus & Son, 3d and 4th floors. Martin Marcus, 4th floor. Carter, Downs & Co. A. Lewis.	Com. Merchant Wools and Skins. Feathers and Beeswax. Commis'n Merchants. Com Merchant	.....	.....	Four-story brick	Loss \$37,825; fire commenced in No. 15, fourth floor; cause unknown.

[illegible]

Record of Fires and Alarms for the year ending December 31, 1881.

DATE.	Box.	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINES IN SERVICE.	H. & L. IN SERVICE.	STYLE OF BUILDINGS.	REMARKS.
Sunday 9	48	...	8.37	12 Calverton road.	Geo. Williams and others.	Dwelling.	3	.....	Three-story brick	wooden flasks; ex- tinguishers used only.
Tues'd'y 11	414	2.50	.....	3 Cowpen alley.	Fred. Koenig.	Tailor store and dwelling	1, 2, 4	1, 2	Three-story brick	Loss \$30; overheated stove pipe running through flooring; extinguishers used only.
Wedn'y 12	8	11.35	.....	Pier 1, Locust Point.	B. & O. R. R.	Coal oil wharf	12	.....	.....	Loss \$200; sparks from a passing lo- comotive.
" 12	41	.....	9.25	28 St. Paul street.	T. C. Yearley and others.	Offices.	.....	.....	Three-story brick	No damage; burning of a foul chimney.
Thurs'y 13	3	11.58	.....	.....	.....	.....	.....	.....	.....	Test for visitors from France, Count de Rochambeau and others.
Friday 14	236	9.44	.....	444 E. Fayette street.	G. W. Thompson.	Dwelling.	.....	3	Three-story brick	Loss \$150; cupboard, back room, second- story; fire coming through chinks; ex- tinguishers used only.
" 14	531	.....	5.29	97 Columbia avenue.	W. F. Shilenburg	Dwelling.	8	2	Three-story brick	Loss \$125; upsetting of a coal oil lamp.

"	14321	.....	6 10	Pearl, near Franklin.	Pearl Dairy Co.	Stable.	7		4	One & two-story brick & frame	Loss \$400; lantern falling and breaking amongst straw.
Monday	17	41	5.11	.....	12 Bank lane, near St. Paul street.	Blune & Thieme.	Manufacturers of show cases	3, 4, 6	1, 2	Four-story brick.	Loss \$350; cause spontaneous combustion of greasy rags; extinguishers used only.
Wedn'y	19	34	.....	6.46	Rear 117 Druid Hill avenue.	A. J. Bond.	Carpent'r shop	7	4	Two-story brick.	Loss \$265; parties smoking pipes and dropping sparks in shavings.
Thurs'y	20	8	.....	6 18	Cuba street, Locust Point.	Coates & Bro.	Iron Rolling Mill.	.....	.....	One-story frame	Loss \$500; B & O. R. R. Co. Brigade in service; parties going in oil house with a light.
"	20	352	.....	10.57	141 W. Lanvale street	Dr. S. C. Chew.	Dwelling.	1, 7, 8, 13	2, 4	Three-story brick	Loss \$750; Linen room; seco'd alarm 11.07 p. m.; extinguishers used only.
Friday	21	215	.....	9.22	103 E. Fayette street.	F. Schruder.	Fancy store and dwelling.	3, 4, 6, 9	1, 3	Three-story brick	Loss \$65; cause unknown; extingu'ers used only.
Monday	24	24	7.15	.....	104 East street.	H. J. Horn & Co.	Pickling house and can factory.	4, 6, 9	1	Three-story brick	Loss \$4,203.55; explosion of a gasoline pot.
Tuesd'y	25	3	11.57	.....	N. E. corner Lexington and North sts, (basement.)	Harrison Scott.	Laundry and dwelling.			Three-story brick	Loss \$75; explosion of a coal-oil lamp; used plug water only.
"	25	3	.....	12.40	.....	.....	.....	.....	.....	.....	Test alarm in honor German visitors; the F. I. Salvage

Record of Fires and Alarms for the year ending December 31, 1881.

DATE.	Box	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINES IN SERVICE.	H. & L. IN SERVICE.	STYLE OF BUILDINGS.	REMARKS.
Wed'n'y 26	46	10 25	.....	6 N. Fulton avenue.	M. Connolly.	Dwelling.	8	.....	Three-story brick	Corps wagon upset; several badly hurt. Loss \$65; extinguishers used only; overheated stoves setting fire to wood work, second story.
Thurs'y 27	42	.....	12 20	378 W. Baltimore st.	Day, Jones & Co.	Trunk and collar manufactory.	1, 2, 4, 7, 8, 10, 13	1, 2, 4	Four-story brick	Loss \$6,950; cause unknown; fire commenced in the cellar
" 27	612	.....	6 12	47 Warren avenue.	Thomas Roberts	Dwelling.	12	.....	Three-story brick	Loss \$20; defective flue; one of the joists was built on a chimney.
Friday 28	42	.....	5 00	8 N. Paca street.	Super & Bro.	Meat packers.	.....	3	Four-story brick.	Loss none; explosion of a coal-oil lamp; extinguishers used only.
Novemb'r. Tues'd'y 1	413	.....	12 54	139 W. Fayette street	Emil Fisher.	Dyeing and scouring.	1, 4	1, 2	Four-story brick.	Loss \$260; clothing taking fire from an overheated stove, fourth story; extinguishers used only.
Sunday 13	232	.....	12 15	Baltimore and Bond.	T. D. Thompson.	Cigar store and billiard room	3	1, 3	Three-story brick	Loss \$800; rats nibbling matches.
Monday 14	314	.....	8 33	6 State street.	Adam King.	Dwelling.	.....	.....	Two-story brick.	No loss; foul chimney

Wedn'y 16	312	9.52	.....	51 N. Howard street.	D. J. Goldenberg.	Millinery and dwelling.	1, 2, 4, 7, 8	1, 2	Three-story brick	Loss \$10,700; fire in the rear of basem't; overheated stove sett'ng fire to paper boxes piled up.
"	16	45	.....	7.45 459 Lexington street	Jno. Finch.	Dwelling.	.....	.....	Three-story brick	Loss nine; children playing, upset a table; coal-oil lamp fell and exploded; Katie Rothel, age 11 years, and Bessie Lippey, a little girl, badly burnt; both died.
Thurs'y 17	36	.....	3.53	438 Pennsylvania av.	J. T. Cumer.	Oyster saloon and dwelling	13	3	Three-story brick	Loss \$400; fire in a cupboard; extinguishers used only; sparks from stove. Loss \$250; cause unknown.
Monday 21	142	5.18	.....	Rear 29 Fawn street.	A. Hartmeyer.	.....	3, 5	1, 3	Two-story brick.	Loss \$5; extinguishers used only; hot ashes in a wooden box.
"	21	17	.....	8.21 177 S. Collington ave	Jno. Peterson.	Frame shed.	11	.....	One-story frame.	Loss \$1,858; overheated stove sett'ng fire to wood work.
Thurs'y 24	415	1.33	....	7 and 9 S. Eutaw st.	Conrad Freyman	Piano Factory	1, 2	1, 2	Four-story brick.	Two-story brick
"	24	424	.....	6.49 6 Mulberry st. court.	Geo. Brown, col'd	Dwelling.	.....	.....	Four-story brick.	Smoke and steam from furnace; no damage.
Friday 25	51	7.20	....	98 W. Lombard street	Becker Bros.	Pack'rs & dealers in leaf tobacco.	.....	.....	Two-story brick.	No damage; fat in a pan taking fire.
"	25	364	.....	6.40 36 Biddle alley.	Jno. McKissich.	Dwelling.	.....	.....	Two-story brick.	Loss \$33.56; overheated stove pipe
Satur'y 26	35	11.55	....	108 Richmond street	J. H. Baughlin.	Grocery store and dwelling	7, 8	2, 4	Three-story brick	

Record of Fires and Alarms for the year ending December 31, 1884.

DATE.	Box.	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	H. & L. IN SERVICE.	STYLE OF BUILDINGS.	REMARKS.
Satur'y 26 326	.....	12 05	8 and 10 Bouldin alley	James High.	Dwellings.	10, 13	3	Two-story brick.	running through a wainscoted ceiling; chimney was cut off above the first floor and wainscoted underneath; extinguishers used only. Loss \$150; defective-constructed chimney; fire sparks came thro' chinks, setting fire to wood work.
" 26 52	.....	6 17	105 Hanover street.	Mrs. J. Harrison.	Dwelling.	2	2	Four-story brick.	Loss \$80; upsetting of a lighted candle; extinguishers used only.
Monday 28 18	1 47	.....	Canton wharves, foot Chesapeake street	P. H. Sternberg. Winans' estate. Penna. R. R. Mrs. H. Woods. W. Parr. B. L. Graham.	Bark Vesta. One wharf. "Canalboat Bel- lina. Canalboat Bab- bitt. Floating eleva- tor Artisan.	1, 3, 4, 5, 9, 11	3	.....	Loss \$50,000; fire commenced in the "Artisan;" cause unknown; bark Vesta was burned nearly to the water's edge; the rest of prop'ty badly damaged by fire; wh'ves

Tuesday 29	45	12.12	Carrollton avenue and Lexington st., N. E. Corner.	Mrs. H. Woods.	Floating Ele- vator Hattie.	4	Two-story brick	Loss \$85; overheated furnace setting fire to flooring above.
"	29 523	11.47	116 S. Eutaw street.	Smith, Hanway & Co.	Schl No. 15. Manufacturers of Patapsco Baking Pow- der.	2, 4	Four-story brick.	Loss \$12,104.67; fire in second story; overheated stove setting fire to wood work; fire extended back some distance on this floor and also on the third floor; second alarm sounded 11.57 p. m.
Wednesday 30	523	1.54	116 S. Eutaw street.	Smith, Hanway & Co.	Patapsco Bak- ing Powder Company.	1, 2, 3, 4, 6, 7, 1, 2, 4 10, 12	Four-story brick.	Caused by the rekind- ling of the previous fire; before leav- ing the premises the building was tho- roughly inspected by the Chief and Assistants, and all fire found to be out; it was then left in charge of the Fire Inspector and Fire Ins. Salvage Corps, who cleaned up the building, and were just preparing to leave it, when the

Record of Fires and Alarms for the year ending December 31, 1881.

DATE.	Box.	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINE COMPANIES IN SERVICE.	H. & L. SERVICE.	STYLE OF BUILDINGS.	REMARKS.
										fire again broke out, this time in the third-story, and burned fiercely, thus necessitating the sounding of another alarm; a second alarm also was sounded at 1.57 a. m.; loss for both fires \$12,104.67
Wedn'y 30	52	.....	10.01	89 Camden street.	Mrs. R. McKee.	Millinery and dwelling.	2	2	Three-story brick	Loss \$3,526; No. 89 stock badly damaged; 91 slightly, in window; cause unknown.
December Monday 5	272	11 20	.....	444 N. Wolfe street.	Jno. P. Brown.	Dwelling.	3	3	Three-story brick	Loss \$125; children playing with matches, sett'g fire to mattresses and wood work.
Tuesd'y 6	71	.....	11.32	Rear of White Lead Works, Fort ave.	Jno. Haller and others.	Dwelling.	.....	.....	Two-story frame (double)	Loss \$21; cause unknown.
Wedn'y 7	171	....	7 40	Foot Chester street.	Capt A. W. Ruark.	Schooner Clara A. Ruley.	..	.....	.....	Loss \$25; caused by a coal oil lamp fall-

Satur'y 10 413	10 39 82 Lexington street.	Samuel Bealmead Mrs. McMahon.	Millinery, first floor. Dwell'g, upper floors.	.....1, 2	Three-story brick	ing from a man's hands. Loss \$1,918; fire in kitchen, second floor; defective flue setting fire to wood work; extinguers used only.
Sunday 11 21	3 55 47 N. Frederick street	Becker, Bro. & Son.	Steam box factory.	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13	Three-story brick	Loss \$9,350; cause unknown; second alarm 3 58 p. m.; general 4 43 p. m.
" 11 171	6 13 Alicemma and Ches-ter streets.	Eccles, Thoms & Co.	Sugar refinery.	7, 8, 11	Three-story brick	Loss \$4,675.59; fire in filtering room; cause unknown.
Monday 12 326	6 21 359 Pennsylvania ave	J. Welsh.	Shoe shop and dwelling.	.....	Three-story brick	Loss \$10; explosion of a coal oil lamp.
" 12 156	7 46 Bond street, south of Thames.	R. Wells & Co.	Machine shop.	3, 5, 9, 11	Two-story brick.	Loss \$2,950.29; cause overheated stove setting fire to wood work, second-story.
Thurs'y 15 54	3 20 132 York street.	Jno. Cornish, col.	Dwelling.	2	Three-story brick	Loss \$45; children playing with fire; furniture in front part second and third stories destroyed.
Satur'y 17 352	12 25 349 Linden avenue.	Mrs. S. H. Wood.	Dwelling.	.....2	Three-story brick	Loss \$75; defective flue; extinguishers used only.
Sunday 18 413	7 06 9 Marion street.	Kate Marshall, colored.	Dwelling.	.....2	Three-story brick	Loss \$15; explosion of a coal-oil lamp.
Tues'd'y 20 125	8 33 39 and 41 Commerce street.	Fred. Runkling.	Liquor store & cook shop.	1, 3	Two-story brick and frame.	Loss \$750; explosion of a coal-oil lamp.

Record of Fires and Alarms for the year ending December 31, 1881.

DATE.	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	IN SERVICE.	STYLE OF BUILDINGS.	REMARKS.
Wed'n'y 21 621	2.42	Cross street, near Covington.	American Co.	Oleomargarine Works.	1, 2, 3, 4, 6, 7, 8, 12	2, 4	Three-story brick	Loss \$12,500; second alarm 2.51 a. m.; overheated journal setting fire to wood work.
Thurs'y 22 361	4.45	64 N. Greene street.	Dr F.W. Hartley	Dwelling	1	2	Three-story brick	Loss \$600; rats nib- bling matches; two females were taken from upper win- dows by ladders.
Satur'y 24 412	4.30	N. E. Corner Hanover and German.	Woodward, Baldwin & Co.	Dry Goods and Cotton House.	.....	2	Three-story brick	Loss \$25; extinguish- ers used only; fire amongst cotton in sub-cellar; cause unknown; several hundred bales were stored there.
Mond'y 26 413	5.33	16 N. Liberty street.	R. J. Simmonds.	Tailor store and Scour'g establishm't.	.....	2	Two-story brick.	Loss \$160; clothing hang'g around fire stove taking fire; extinguishers used only.
Tuesd'y 27 62	12.10	Light and Cross sts., N. E. Corner.	Il. Bentley and several families	Hat store and dwelling.	2	.....	Three-story brick	Loss \$175; cause, sup- posed incendiary.
Wed'n'y 28 513	4.53	S. W. Corner Sharp and Camden.	Biedler Bros & Co Stiefel & Juhn.	Produce store Underwear Manufactur's	1, 2, 3, 4, 6, 7, 1, 8, 10, 12	2, 4	Four-story front.	Loss \$18,150; second alarm 4.59 a. m.; cause unknown.

Thurs'y 29	42	....	12 37 428 W. Baltimore st.	Fred'k Nily.	Watch store.....	2	Three-story brick	Loss none; children playing with matches.	
"	29	421	....	5 25 Lexington and Arch.	Matthai, Ingram & Co.	Tinware Factory.....	2	Four-story brick.	Loss none; explosion of a gasoline pet.
Satur'y 31	421	....	9 34 64 Pine street.	Mrs. Moore.	Dwelling.	. . . . .	2	Three-story brick	Loss \$5; light'd candle in a cupboard.
"	31	363	....	11 55 Rear 192 George st.	Stephen Boosc.	Dwelling.	8	Three-story brick	Loss \$300; explosion of a coal-oil lamp.

PAY-ROLL.

ANNUAL SALARIES PAID MONTHLY.

1 Chief Engineer	\$2,000
2 Assistant Engineers, (each).....	1,400
1 Clerk and Secretary.....	1,200

Engine Companies.

13 Foremen, (each).....	\$500
13 Enginemen, (each).....	1,100
13 Assistant Enginemen, (each).....	900
13 Hostlers, (each)	900
104 Firemen, (each).....	400

Hook and Ladder Companies.

4 Foremen, (each).....	\$500
4 Tillermen, (each).....	900
4 Hostlers, (each).....	900
1 Houseman.....	900
39 Laddermen, (each).....	400

212 Total.

ENGINE

—AND—

HOOK AND LADDER COMPANIES,
Apparatus and Members.

ENGINE COMPANY No. 1.

(Went in Service February, 1859.)

Engine House situated on Paca St., N. of Fayette St.

Has in charge: One Steam Fire Engine; two Four-Wheel Hose Carriages; two Fire Extinguishers; one Fuel Wagon; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Jacob H. Hayward, Forem'n	58	202 W. Fayette street.	Painter.
J. W. Yeaton, Engineman.	40	20 N. Paca street....	Machinist.
Chas. E. Freeburger, Ass't "	34	26 N. Paca street....	Machinist.
Lewis J. Fresch, Hostler ..	38	25 Pearl street.....	Carpenter.
William White, Fireman...	36	1 Myrtle avenue....	Carpenter.
John H. Morgan, "	20	173 Lexington street.	Paper Harger.
E. R. Addison, "	34	77 Amity street....	Machinist.
Chas. Minton, "	29	6 Jasper street....	Cigar Maker.
Robert Close, "	28	176 George street....	Laborer.
M. J. Halloran, "	25	138 Vine street.....	Plumber.
Geo. D. Wernix, "	37	68 S. Paca street. ...	Tobacconist.
Wm. J. O'Brien, "	25	1 Welch alley.....	Carpenter.

ENGINE COMPANY No. 2.

(Went in Service February, 1859.)

Engine House situated on Barre St., W. of Sharp St.

Has in charge: One Steam Fire Engine; two Four-Wheel Hose Carriages; two Fire Extinguishers; six Horses and Harness, (two of which are for the use of the Chief Engineer,) with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Jacob Hindes, Foreman....	55	7 Hollins street.....	Chair Maker.
Thos. Wheatley, Engineman	41	216 Lee street.....	Machinist.
Sam'l Stansbury, Ass't "	30	58 Barre street.....	Machinist.
John Reed, Hostler.....	35	112 S. Sharp street..	Driver.
T. Rodenhi, Fireman.....	44	128 S. Howard street.	Chair Maker.
Jas. Humes, "	42	156 S. Sharp street...	Glass Cutter.
Chas. Romoser, "	44	168 S. Sharp street...	Gas Fitter.
C. H. Hamel, "	29	100 S. Sharp street...	Plumber.
Chas. Causey, "	29	53 Henrietta street...	Laborer.
Chas. Kleschel, "	38	92 Hill street... ..	Carpenter.
John Leddon, "	31	20 Ramsay street...	Clerk.
Wm. R. Davis, "	28	163 Hanover street...	Book-Keeper.

ENGINE COMPANY No. 3.

(Went in Service February, 1859.)

Engine House situated on Lombard St., E. of High St.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
P. H. Flaherty, Foreman...	51	119 Gough street ...	Painter.
T. Humphreys, Engineman.	39	73 S. Exeter street ...	Machinist.
Geo. Morris, Ass't "	40	199 Jefferson street..	Machinist.
John Pierce, Hostler.....	37	78 E. Lombard street	Driver.
R. A. Lindsay, Fireman....	37	56 S. Exeter street...	Paper Hanger.
E. A. Peirson, "	27	3 N. Bond street....	Paper Hanger.
J. B. Lehman, "	31	50 E. Lombard street	Huckster.
J. A. Lindsay, "	39	73 S. Exeter street...	Paper Hanger.
Miles Whalen, "	33	7 Bank street.....	Sugar Boiler.
Matt. Armendt, "	36	289 S. Bond street...	Currier.
T. B. Strahan, "	35	19 E Fayette street..	Blacksmith.
C. A. Grem, "	31	36 E. Lombard street.	Painter.

ENGINE COMPANY No. 4.

(Went in Service February, 1859.)

Engine House situated on Lexington St., W. of North St.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Geo. W. Horton, Foreman.	35	166 N. Exeter street.	Wire Worker.
F. Conway, Engineman....	30	99 N. Front street...	Machinist.
C. Kuhan, Ass't "	37	27 Hillman street....	Machinist.
H. Pirie, Hostler.....	29	152 N. Front street..	Driver.
Geo. W. Bentz, Fireman...	41	13 Clay street	Baker.
Jas. Allen, "	35	200 Barre street.....	Printer.
Jos. Daly, "	29	68 S. Central avenue.	Stone Cutter.
J. Oscar Healy, "	46	305 N. Bond street...	Carpenter.
E. Shultz, "	29	31 Holland street....	Tinner.
W. A. Merchant, "	29	511 Saratoga street..	Cigar Maker.
Wm. Conaway, "	42	221 Mulberry street..	Plumber.
F. Bradley, "	25	91 North street.....	Candy Maker.

ENGINE COMPANY No. 5.

(Went in Service April, 1859.)

Engine House situated on Ann St., South of Pratt St.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Wm. G. Miller, Foreman...	58	97 Gough street	Carpenter.
F. L. Nelson, Engineman..	34	174 S. Ann street....	Machinist.
J. Linderman, Ass't "	34	198 S. Ann street....	Machinist.
Benj. Price, Hostler.....	37	65 S. Bond street....	Driver.
James Peacock, Fireman...	58	113 S. Wolfe street...	Carpenter.
Henry Murphy, "	30	108 Carlinton ave ..	Sugar Refiner.
Julius O. Krauch, "	45	147 Gough street ...	Sheet Iron Worker.
Chas. P. Nelson, "	30	310 Bank street.....	Carpenter.
Edward Bailey, "	34	178 Gough street....	Carpenter.
Wm. P. Disney, "	32	73 S. Ann street. ...	Bricklayer.
Jas. Rielly, "	29	220 E. Lombard street	Painter.
Wm. M. Burns, "	26	85 Carlinton avenue	Can Maker.

ENGINE COMPANY No. 6.

(Went in Service April, 1859.)

Engine House situated corner Gay and Ensor Sts.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; five Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
W. W. Watson, Foreman..	48	45 N. Exeter street...	Merchant.
M. Mulligan, Engineman...	45	107 E. Eager street...	Machinist.
R. F. Boyle, Ass't "	33	112 Hillen street. ...	Machinist.
J. Wersing, Hostler.....	35	63 N. Holliday street.	Driver.
T. B. Rial, Fireman.....	42	Front and Fayette...	Carpenter.
D. H. Macauley, "	55	107 Broadway.....	Painter.
W. West, "	38	157 N. High street...	Tinner.
L. Blake, "	36	109 N. Eden street...	Painter.
B. Shaw, "	51	158 Monument street	Stone Cutter.
J. H. Cruse, "	49	121 Ensor street.....	Cigar Maker.
W. J. Rafferty, "	28	3 Valley street.....	Driver.
J. Gallagher, "	32	40 N. Exeter.....	Gas Fitter.

ENGINE COMPANY No. 7.

(Went in Service April, 1859.)

Engine House situated corner Eutaw Street and Druid Hill Avenue.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers: five Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Geo H Houck, Foreman...	52	209 N. Eutaw street..	Passenger Agent.
J. J. McCoy, Engineman ..	39	25 Wyoming street..	Machinist.
Jacob Corns, Ass't "	59	W. M. Hotel....	Machinist.
J Friedhoffer, Hostler	31	Monument & Eutaw	Driver.
J. Gildea, Fireman.....	52	216 Biddle street.....	Driver.
J. Lavender, "	36	79 Pearl street	Carpenter.
J. F. Cook, "	25	388 Pennsylvania ave	Carpenter.
Wm. Morrow, "	32	191 N Eutaw street..	Painter.
Jno. Hoffman, "	34	29 Druid Hill avenue	Can Maker.
Jno. J. Houck, "	30	209 N. Eutaw street..	Machinist.
John Sisson, "	32	80 Park street.....	Painter.
H. Walker, "	34	470 Lexington street	Painter.

ENGINE COMPANY No. 8.

(Went into Service March, 1871.)

Engine House situated on Mulberry Street, West of Schroeder Street.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
John J. Flynn, Foreman...	30	136 N. Schroeder st..	Stone Cutter.
M. F. Welsh, Engineman...	30	524 Lexington street.	Machinist.
John McKee, Ass't "	35	9 Parkin street.....	Machinist.
Wm. J. Stewart, Hostler...	31	124 N. Schroeder st..	Driver.
A. J. Walter, Fireman....	44	387 Saratoga street..	Cigar Maker.
O. D. Burgess, "	44	48 N. Carrollton ave.	Silver Plater.
G. B. Chapman, "	49	108 N. Poppleton st..	Shoemaker.
F. Johnston, "	38	483 Saratoga street...	Carpenter.
Howard Scott, "	29	501 Lexington street.	Bricklayer.
Samuel Marker, "	31	63 N. Fremont street.	Carpenter.
John Gaffney, "	26	349 W. Biddle street.	Machinist.
Geo. W. Krager, "	43	252 W. Fayette street.	Cigar Maker.

ENGINE COMPANY No. 9.

(Went in Service February, 1872.)

Engine House situated on Madison St., near Broadway.

Has in charge: One Steam Fire Engine; one Reserve Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; five Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
F. D. Kerr, Foreman.....	41	336 E. Madison street	Rigger.
D. Rogers, Engineman.....	35	360 E. Madison street	Machinist.
Wm. Stanton, Ass't "	33	223 N. Broadway...	Machinist.
John Harney, Hostler.....	34	336 E. Madison street	Driver.
J. McDevitt, Fireman.....	39	358 E. Madison street	Harness Maker.
G. Mineburg, "	39	24 N. Central avenue	Barber.
S. Uhlfelder, "	38	403 E. Madison street	Huckster.
Chas. Frey, "	29	295 E. Madison street	Huckster.
Chas. Neilson, "	28	394 E. Madison street	Bricklayer.
Lemuel Piercy, "	32	231 N. Ann street. .	Laborer.
Win. Burrier, "	30	394 E. Madison street	Laborer.
Wm. Baker, "	25	253 E. Jefferson street	Can Maker.

ENGINE COMPANY No. 10.

(Went in Service December, 1872.)

*Engine House situated on Columbia Avenue, East of
Poppleton Street.*

Has in charge: one Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Wm. R. Ward, Foreman...	38	41 S. Calhoun street.	Carpenter.
Wm. Thompson, Engineman	58	20 N. Schroeder street	Machinist.
John W. Walsh, Ass't "	32	588 W. Pratt street..	Machinist.
Henry Dunn, Hostler.....	30	534 W. Pratt street..	Driver.
Alfred Squires, Fireman...	39	252 Washington ave.	Carpenter.
John Keily, "	32	501 W. Franklin st..	Bricklayer.
Jesse Keilholtz, "	36	382 W. Lombard st..	Mantel Setter.
John C. Brady, "	30	233 Columbia avenue	Can Maker.
John Lynch, "	30	197 Ramsay street...	Laborer.
John O. Leary, "	48	164 Ramsay street...	Laborer.
Charles Meyer, "	24	345 Columbia avenue	Porter.
B. F. Seipp, "	28	126 McHenry street..	Plumber.

ENGINE COMPANY No. 11.

(Went in Service December, 1874.)

Engine House situated corner of Eastern Avenue and Gist Street.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; four Horses and Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Andrew Perry, Foreman...	54	210 Gough street....	Pattern Maker.
John Calder, Engineman...	35	256 Gough street....	Machinist.
P. F. Moriarity, Ass't "	31	17 S. Front street....	Machinist.
Wm. H. Moore, Hostler...	40	277 Gough street....	Driver.
R. V. Pittinger, Fireman...	33	112 Collington ave...	Carpenter.
P. F. Bradly, "	37	50 Fawn street.....	Ship Carpenter.
1 Albert Gier, "	27	349 E. Lombard street	Painter.
H. R. Seippell, "	32	135 Gough street....	Barber.
James R. Baldwin, "	26	186 Gough street ...	Carpenter.
J. D. Daniels, "	42	123 S. Chester street.	Scroll Sawyer.
James A. Kelly, "	28	29 Stiles street.....	Gas Fitter.
Ebenezer Smith, "	37	278 N. Ann street ...	Shoemaker.

ENGINE COMPANY No. 12.

(Went in Service February, 1875.)

*Engine House situated corner of Johnson Street and
Fort Avenue.*

Has in charge : One Steam Fire Engine ; one Reserve Steam Fire Engine ; two Four-wheel Hose Carriages ; two Fire Extinguishers ; one Fuel Wagon ; five Horses and four sets of Harness, with all necessary equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
L. J. Broadwater, Foreman.	34	6 Johnson street....	Ship Carpenter.
Michael Lycett, Engineman.	36	232 Battery avenue..	Machinist.
T. S. Atkinson, Ass't "	32	159 Johnson street...	Machinist.
George D. Taylor, Hostler..	48	36 Fort avenue.....	Driver.
J. W. Moon, Fireman.....	30	287 Battery avenue..	Laborer.
D. McIntire, "	32	652 S. Charles street.	Can Maker.
Henry Seebach, "	30	200 S. Sharp street...	Laborer.
Wm. Schultey, "	27	128 West street.. ...	Carpenter.
B. T. Wirts, "	41	36 Little Church st..	Collar Maker.
John A. Young, "	44	223 Montgomery st..	Sail Maker.
P. McLaughlin, "	27	184 Dover street.....	Stone Cutter.
B. Carter, "	22	159 Hughes street....	Moulder.

ENGINE COMPANY No. 13.

(Went in Service March, 1876.)

Engine House situated corner of Myrtle Avenue and Fremont Street.

Has in charge: One Steam Fire Engine; two Four-wheel Hose Carriages; two Fire Extinguishers; six Horses and Harness, (two of which are for the use of the Lineman of the Telegraph Department.) with all necessary equipments for service.

NAMES	AGE	RESIDENCE.	OCCUPATION.
James Kelly, Foreman.....	30	268 Pennsylvania ave.	Plasterer.
John H. Deal, Engineman	39	378 Myrtle avenue...	Machinist.
John A. Bannon, Ass't "	38	117 N. Poppleton st.	Machinist.
Edward McGeehan, Hostler	37	452 N. Fremont street	Driver.
E. C. Keyser, Fireman....	32	123 Mosher street....	Can Maker.
Wm. F. Clabaugh, "	24	297 Argyle avenue...	Painter.
George Bowers, "	29	492 W. Lexington st	Paper Hanger.
James LeDoyne, "	30	62 Woodyear street..	Cigar Maker.
Philip Bowen, "	30	170 Pennsylvania ave.	Cigar Maker.
Lawrence Pistel, "	32	Biddle and Penna. av.	Cigar Maker.
Louis C. Campbell, "	33	165 W. Townsend st.	Shoemaker.
Chas. C. Clabaugh, "	24	452 N. Fremont street	Merchant.

HOOK AND LADDER COMPANY No. 1.

(Went in Service February, 1859.)

*Truck House situated on Harrison Street, North of
Baltimore Street.*

Has in charge: One Hayes Truck; one Fuel Wagon;
two Fire Extinguishers; three Horses and Harness,
with all necessary ladders and equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Henry W. Mears, Foreman.	33	45 N. Gay street....	Undertaker.
J. V. Daugherty, Tillerman.	32	80 N. Front street...	Steam Fitter.
J. E. Pattison, Hostler.....	35	16 Watson street....	Driver.
John B. Keene, Ladderman.	42	287 N. Eden street...	Carpenter.
John P. Ward, “	33	1 May street.....	Undertaker.
John R. Farr, “	33	53 N. Frederick st....	Driver.
Jas. Disney, “	39	286 N. Gay street....	Painter.
Geo. W. Haskell, “	36	29 Ensor street.....	Carpenter.
John Battee, “	31	40 E. Lombard street.	Bricklayer.
Wm. M. Dunn, “	26	59 N. High street....	Clerk.
Fred, Oelman, “	21	125 German street ..	Blacksmith.
Jas. L. Southcom, “	32	143 Townsend street.	Wire Worker.

HOOK AND LADDER COMPANY No. 2.

(Went in Service April, 1859.)

Truck House situated on Paca St., North of Fayette St.

Has in charge: One Truck; two Fire Extinguishers;
two Horses and Harness, with all necessary ladders
and equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Fred. A. Marston, Foreman	42	117 Townsend street.	Painter.
John J. Gill, Tillerman ...	52	202 W. Fayette street	Painter.
Thos. Montgomery, Hostler.	41	28 N. Paca street....	Driver.
Thos. Wagner, Ladderman.	40	6 Diamond street....	Blacksmith.
J. F. Schafer, “	43	77 St. Peter street..	China Packer.
Lewis Pistol, “	27	39 Penn street.....	Die Maker.
Chas. Rolf, “	27	36 Marion street....	Box Maker.
Edward W. Windle, “	36	80 Amity street.....	Blacksmith.
Fred. Branan, “	35	266 Mulberry street..	Harness Maker.
Wm. H. Quigley, “	27	371 Mulberry street..	Carpenter.
Richard F. Rous, “	30	21 N. Schroeder st...	Can Maker.
Chas. H. Baker, “	30	Pearl, near Saratoga	Scale Maker.

HOOK AND LADDER COMPANY No. 3.

(Went in Service January, 1871.)

Truck House situated on Ann St., South of Pratt St.

Has in charge: One Truck; two Fire Extinguishers;
one Fuel Wagon; three Horses and Harness, with all
necessary ladders and equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Geo. W. Foxwell, Foreman.	33	178 S. Ann street...	Shipwright.
John McClellan, Tillerman	47	139 S. Eden street...	Sailmaker.
Wm. E. Vanrossum, Hostler	33	112 S. Ann street...	Driver.
Richard Henrix, Ladderman	31	80 S. Ann street....	Seaman.
George Bosse, "	39	40 S. Castle street...	Cooper
Louis Locks, "	25	96 N. Ann street....	Confectioner.
Jesse Vickers, "	48	513 S. Ann street...	Painter.
John Sauer, "	32	118 S. Central avenue	Cooper.
Andrew German, "	32	113 Fairmount ave...	Painter.
John N. Downs, "	33	410 Orleans street...	Painter.
Chas. Schoepperlein, "	27	55 S. Register street..	Upholsterer.
Wm. Patterson, "	26	16 Watson street...	Saw Maker.
Henry Heiderick, "	26	12 Watson street ...	Carpenter.

HOOK AND LADDER COMPANY No. 4.

(Went in Service December, 1880.)

Truck House situated on Biddle Street, West of Druid Hill Avenue.

Has in charge: One Truck; one Truck in reserve; two Steam Fire Engines in reserve; four Horses and Harness, with all necessary ladders and equipments for service.

NAMES.	AGE	RESIDENCE.	OCCUPATION.
Paul Hoffman, Foreman....	29	255 W. Biddle street.	Candy Maker.
John W. Blake, Tillerman..	45	172 N. Eutaw street..	Machinist.
James Gill, Houseman.....	36	29 Broom street....	Moulder.
George Thorp, Hostler. ...	30	14 Parkin street.....	Driver.
Jacob Green, Ladderman...	26	99 Pennsylvania ave.	Stone Cutter.
George W. Smith, “	30	196 W. Biddle street.	Bricklayer.
C. E. Eichelberger, “	35	466 W. Saratoga st..	Painter.
Harry C. Loane, “	29	224 W. Biddle street.	Bricklayer.
Louis P. Scheive, “	29	9 New street.....	Paper Hanger.
Andrew Bilson, “	30	30 Argyle avenue....	Plasterer.
Wm. La Shorn, “	35	110 Pennsylvania ave	Upholsterer.
Wm. Blondell, “	26	351 Pennsylvania ave	Painter.
John C. Turner, “	37	10 Tessier street....	Bricklayer.



REPORT
SUPERINTENDENT

POLICE AND FIRE ALARM TELEGRAPH.

REPORT.

BALTIMORE, January 1, 1882.

*To the Honorable Board
of Fire Commissioners:*

GENTLEMEN :

In submitting to you my report of the extensions, improvements and changes made in the Police and Fire Alarm Telegraph for the year ending December 31st, it is a source of congratulation that we have passed through it without any serious damage to either wires or machinery.

A thorough inspection of the lines, made near the close of the year, show them to be in very good condition, the wear and tear of the wires, &c., being very small. The very large number of telegraph and telephone wires being run through our city, increase the liability of trouble, and I have no doubt our difficulties shall increase from year to year, so long as our wires are run over head.

There can be no relief from this except the underground telegraph.

As to the practicability of underground telegraphy, there is no question. The only and strongest objection

to this system is the heavy expense. Should the matter be considered by the Mayor and City Council, the burden could be made light by placing a portion of our wires under ground, annually.

The security from trouble, saving of repairs, &c., would more than compensate in a few years.

There is hardly a street in the business portion of the city but has a line of poles on each side ; and the house-tops are fairly covered with wires.

I would also call your attention to the lack of protection to property of our citizens through the scarcity of fire-alarm boxes.

When our new telegraph was turned over to the city authorities, nearly five years ago, there was one hundred and fifty alarm boxes, and since that time only nine additional boxes have been put up.

The rapid growth of our city during that time, shows the positive necessity of an increase at an early date in that direction. The loss of time in getting the alarm to the engine companies frequently causes great damage to property, and sometimes loss of life.

In many localities the distance from box to box is from five to eight blocks.

In February last, by order of the board, all alarm boxes were taken out and speeded up by the representative of Gamewell & Co., New York.

Considerable time is saved by this change ; the companies receive the alarm in at least one-third less time than formerly, which is of great assistance to the department.

Our independent circuit being overcrowded and almost rendered useless, by the large number of gongs thereon, we put up the new telephone line, relieving the independent circuit, and making both very useful.

The principal trouble experienced, is the leaving of the key open, after being used in the engine houses, and frequently compelling the lineman to go after the trouble during the night.

I would suggest, to remedy this, that the keys on telephone line be changed to back stroke.

While putting up this new line, had wires changed as follows :

No. 3 circuit, from house tops to poles, from German and Light streets, to Charles and Barre ; and independent circuit for house tops to poles on Bethel street, between Eastern avenue and Pratt streets.

Again, I call attention to the condition of telephone line to Marine Hospital.

The line must be rebuilt shortly as a matter of economy, as it will take more to keep in repair than to rebuild.

In my inspection tour, many changes were noticeable which would benefit our lines, and would suggest them, as follows :

To change route of line up Carey street from Mulberry to box 451.

By making this change, it will take the elbow out of line from Mulberry and Carrollton avenue, along Carrollton avenue to Franklin street, thence to Franklin and Carey streets.

To place fifty-foot pole, corner of Green and Raborg street, to clear Western Union wires.

Forty-five-foot pole, corner Fremont and Raborg streets, for same purpose. At present our wires run through Western Union.

We have considerable trouble from wires running through trees, both from crosses and heavy escapes, and to relieve us of this, would suggest poles be placed as follows :

Two 45-foot poles on Bentalou street, between Mc Henry street and Frederick road.

One 40-foot pole, corner Fremont and Columbia streets.

One 45-foot pole, corner Fulton and Fayette streets.

Two 45-foot poles, Fremont and Lanvale streets.

One 40-foot pole, Patterson avenue and Gilmor street.

Two 40 foot and one 35-foot pole, McMechen and Bolton streets.

One 40-foot pole, Mt. Royal avenue and Wilson street.

We will be shortly called upon to change wires from No. 4 Engine House to new building. The best route would be from a fifty-five or sixty foot pole on Davis street to Middle Police Station, thence to fixture on City Hall—the connections could then be made to the rear of new building.

I made an examination of the route now covered by our house-top circuits, to which I am positively opposed, for fire-alarm telegraph purposes, but find the streets crowded with poles on both sides, so that it would be impossible for the city to put any up for its use.

The change could be made by securing the use of a great many poles belonging to private telegraph companies, which would be almost as bad as house-top wires.

Very little work was done during the year to lines, except extensions, a statement of which follows :

January.

Moved box 31, corner Pleasant and Calvert streets, to new pole.

Put second size trip gong in Assistant Chief Engineer Murphy's house

Connected 364 box, No. 4 Truck house in service.

Put gong in Foreman Southcomb's house.

Moved box 3 from side of No. 4 Engine House to pole.

February.

Reversed office wire at Eastern Police Station. Took out all boxes for Mr. Gardner to examine and speed up.

March.

All boxes speeded up and placed in position.

Moved loop, corner Howard and German streets, running to box 412, Baltimore and Hanover, on account of building being torn down.

Changed gong at Fire Inspector Holloway's office to new office, No. 12 German street.

Moved pole on Sharp street, near Lombard, in way of new warehouse being erected.

April.

Changed gong to Assistant Chief Engineer Murphy's new residence.

Placed in service three new boxes, 72, 73 and 67.

In extending lines to localities where boxes where placed, used thirty-nine thirty-five-foot poles, two forty-foot poles, three miles of No. 9 galvanized wire, forty-one two-wire cross-arms, six T-arms, forty-six bolts, twenty-five lbs. spikes, one hundred and fifty feet kerite wire, three pieces gas pipe, and other material in small quantities.

Changed box 65, from east side of Wells and Hanover streets, to west side.

Put gong in House of Foreman Broadwater.

Moved pole on Morton alley, near Eager street; interfered with erection of new stable.

June.

Run new telephone wire and changed wires as mentioned in beginning of report.

July.

Moved box 513, from Pratt and Sharp streets to Lombard and Sharp, for better protection of large and valuable warehouses lately constructed in that vicinity.

Put gong in house of fireman Frederick May.

Re-set pole corner Cross and Johnson streets on account of rottenness.

August.

Moved pole on Morton alley, near Eager street, to opposite side of the alley. Owner of new stable claimed pole interfered with the unloading of his hay wagons.

Put up forty-eight foot pole corner Light and West streets, and changed line from east to west side of Light street.

Put up new 35-foot pole at Southern Police Station.

Changed wires at Gay street bridge, from poles to house top, (temporarily) being in the way of derrick used in putting up new walls at Jones' Falls.

Took gong out of Foreman O'Neal's house.

September.

Moved pole corner Monument and Gay streets—in way of curbing.

Put up new thirty-five-foot pole, corner Baltimore and Green streets.

October.

Put in service new box 136, foot of Union dock; used six 35-foot poles, $\frac{1}{2}$ mile wire, seven 2-wire cross-arms, 1 T-arm insulators, kerite wire, bolts, washers, &c.

Put up fifty-foot pole, corner Calvert and German streets, to clear wires—B. & O. R. R. Co. furnishing all material.

Raised wires corner Carey and Baltimore streets; Fayette and Green; Madison and Boundary avenues; corner Exeter and Baltimore; Broadway and Pratt. Took wires down corner Baltimore and Pine. These

changes were made to prevent interference of wires with Oriole procession.

Changed wires corner Sharp and German streets, to keep them clear.

Put gong in Commissioner Register's house.

Moved pole corner Fremont and Ridgely—in way of new building.

November.

Put up fifty-two-foot pole corner Camden and Eutaw streets, and changed wires from house top to pole.

December.

Moved pole from east to west side of Gilmore and Mulberry streets.

Put gong in Fire Inspector's Holloway's house, on alarm circuit No. 4.

Material in charge of batteryman Byrne, to date :

4 bbls. Blue stone.

75 New Zincs.

275 New Coppers.

50 Cells, Leclanche.

832 Cells, Gravity Battery, (in use.)

77 Leclanche, (in use.)

200 Battery Jars.

40 lb. of Brass screws, &c.

Consumed during 1881 :

10995 lbs. Blue stone.

1596 New Zincs.

355 New Coppers.

For this Department the following will be necessary for 1882:

- 45 bbls. Blue stone.
- 1800 Zincs.
- 500 Coppers.

Material on hand in Lineman's Department, consist of:

- 1 Wire reel.
- 6 Coils No. 10 wire.
- 3 Coils No. 9 wire.
- 300 lbs. old wire.
- 4 Pike poles, and 1 butt pole.
- 4 Digging Irons.
- 1 Cant hook.
- 100 lbs. Spikes.
- 100 Bolts and Washers.
- 11 4-wire cross-arms.
- 15 T-arms.
- 1 Large Vise.
- 6 Drawing knives.
- 1 Kite Tail burner.
- 1 Soldering pot.
- 1 20-foot ladder.
- 2 Straps and Vises.
- 1 Single Vise.
- 2 Pair Plyers.
- 1 Ratchet brace.
- 12 Bits, different sizes.
- 4 Chisels.
- 2 Drills.
- 3 Axes.

This department will need cross-arms, glass insulators and other material necessary for repairs.

Alarms of fire passed through as follows :

1st Alarms, 210.

2d Alarms, 14.

General Alarms, 1.

Too much credit cannot be given to the assistants in this department, for strict attention to their duties. To them, members of the Police and Fire Department, and others, I feel greatly indebted for kind assistance.

The force of this office is—

Operators—H. P. Lucas,

Alex. Crummer,

F. J. Connor,

F. L. McAleese,

Substitute Operator—J. T. Grasty,

Lineman—Robert Kain.

Assistant Lineman and Batteryman—Thomas F. Byrne.

Respectfully,

CHAS. J. McALEESE,

Supt. of Police and Fire Alarm Telegraph.

